

fishing news German fleet out of Iceland

Editor: Harry Barrett
Circulation: Ann Dunsford
75-77 Ashgrove Road, Ashley
Down, Bristol BS7 9LW.
Tel: 0272 425711

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

Advertisement Director: Fred Purcell

Advertisement Manager: Bill Barber

Managing Director: W. A. Cathles

110 FLEET STREET, LONDON EC4 2JL.
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[ABC]

EEC waters may have to find another 80,000 tonnes of fish for the big West German distant water fleet which lost its right to this annual tonnage from Icelandic waters on November 29.

Now only the Belgians, the Norwegians and the Faroe are allowed to fish anywhere inside the 200-mile Icelandic limit.

The West Germans came to a separate agreement with Iceland permitting her vessels 60,000 tonnes at about the time the last cod war between Britain and Iceland began.

Most of the fish was to be coley and reds, with only a relatively small amount of cod.

Britain was also offered a similar tonnage, mostly of

Pressure on EEC

However, the amounts they can catch are so small that the withdrawal of the West Germans effectively gave Iceland exclusive control of her own fishing grounds for the first time in her long and turbulent fishing history.

Iceland claims her trade in fish accounts for four-fifths of all her export trade, but her scientists are still seriously concerned about the state of her fish stocks.

She is imposing another ban on cod trawling for a 12-day period sometime this month, the second such ban this year, and may introduce another ban on her own vessels before the spring is over.

Icelandic sources consider it unlikely any foreign trawlers will ever be allowed back on to her fishing grounds.

Tragedy stuns Irish port

FOR THE third successive year there has been a tragedy in the Irish port of Burtonport.

Michael Bonner (26) was drowned, but two crewmen swept into the sea were rescued on Thursday last week.

The incident happened as they were releasing a net from the local trawler, *Family Crest*, skippered by James O'Donnell.

The two who escaped were Hugh McDevitt and Phil O'Boyle. They were detained in hospital suffering from shock and injuries.

The drowned man was the brother of Paddy Bonner, skipper of the ill-fated trawler *Evelyn Marie*, who was lost in a tragedy in January 1975, with five others.

Towards the end of November last year, five other Burtonport fishermen were also drowned when their vessel, *Carraig Una*, sank off the north-west coast.

Burtonport village was stunned by the tragedy. The search for the missing body continued over the weekend.

About 50 trawlers are based in Burtonport.

Norway progress

PED BISHOP, Minister of State for Agriculture and Fisheries, has given a progress report on quota talks with Norway.

He said that there had been two rounds of consultations about reciprocal possibilities for 1978.

Considerable progress had been made on the allocation of shared stocks in the North Sea, but no quotas had been decided for the Norwegian Arctic region stocks.

They were being discussed in conjunction with quotas for Norway from stocks exclusively in EEC waters.

Further consultations would be held shortly.

Dr Clark for Macrae

IN A surprise move, Dr Francis Clark has been appointed deputy chairman of fish firm of Clipper Seafoods Ltd. This took effect from 5.00pm on 5 December.

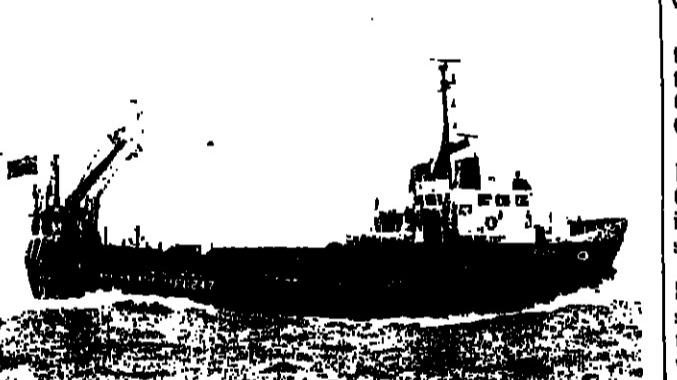
Dr. Clark is a graduate of Aberdeen University and left Scotland to set-up the highly successful family business on the death of his father, William P. Clark.

D. A. Macrae is part of the Associated Fisheries Group.

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A PRELIMINARY enquiry has been ordered by the Department of Trade into the loss of the 80 ft. stern trawler *Boston Sea Ranger* with five crew early last Monday morning. The tragedy happened when the vessel was on the Cornish mackerel grounds off Gwenap Head, near Lands End.

One of the three survivors from a crew of eight, Skipper Ian Lace, said: "We sailed a sea when we were 41 miles from station, and found a liferaft with two men on board. Then they found the other liferaft with the third man."

Coastguards searched along the shores, from Lands End to Gwenap Head, with members of the Sennen rescue team.

Continuing their search the Sennen lifeboat then found a body in the water which was also taken to the trawler.

A searching Sea King helicopter found two more bodies and the efforts continued until 9.30 a.m.

Penlee lifeboat, with Coxswain Trevethan Richards, was also launched to search close inshore. With the strong southerly winds it was reasonable to expect that a

liferaft may have been blown downwind and to the shore.

Four helicopters from RNAS Culdrose, an RAF Nimrod from St. Mawgan — with flares to illuminate the scene — and trawlers in the area joined in the massive hunt.

Coastguards searched along the shores, from Lands End to Gwenap Head, with members of the Sennen rescue team.

Boston Sea Ranger was built last year at the Cochrane yard.

An appeal has been launched by Lowestoft Fishermen's Widows and Orphans Fund. Donations should be sent to Lowestoft Town Hall or the fund at Star Building, Beach Road, Lowestoft.

Police lifeboat, with Coxswain Trevethan Richards, was also launched to search close inshore. With the strong southerly winds it was reasonable to expect that a

liferaft may have been blown downwind and to the shore.

"I'm a strong swimmer and managed to make the liferaft about 50 yards away," said Skipper Ian Lace.

"The third hand is a strong swimmer. He took his lifejacket off and gave it to a crew member, and he rolled down the ship's side and swam to the liferaft.

"I stayed on board and had a quick look round, then went over the side.

"The boat came over and hit me on the back as I went down.

"I'm a strong swimmer and managed to make the liferaft about 50 yards away," said Skipper Ian Lace.

Skipper Ian Lace said the two in the liferaft about two hours before being picked up and did not see another more of the others from his boat.

Boston Sea Ranger, a £1 million stern trawler, moved south to Penzance from Lowestoft in October for the mackerel fishery.

This was her second Canadian fishing season and with her sister-ship from Boston Deep Sea Fisheries Ltd., *Boston Sea Knight*.

"Altogether we sent up about seven, and the ships just went by," he said.

Five men died when *Sea Ranger* turned over — two of them later being picked up by rescuers.

"If they had been found earlier they would certainly have lived," said Skipper Ian Lace.

Skipper Ian Lace was picked up two hours after taking to the liferaft and insisted on being put on board Arctic Buccaneer, one of the ships helping in the rescue, "because I felt I would be more use on board her during the search".

It was hand-held flares that were spotted and a large parachute rocket flare was sent out on the radio distress band. Even if they had not seen our flares, surely distress call!

"It was terrible to see them leave," said Skipper Ian Lace.

"If only they had seen our flares. The flares were seen ashore and a message was sent out on the radio distress band.

Even if they had not seen our flares, surely distress call!

"It was a freak wave which overwhelmed the trawler.

"It was not a normal heavy swell, but a normal heavy swell. We were laying, getting in our catch of mackerel. We had

the same thing as the boat

FIVE LOST IN STERN TRAWLER TRAGEDY

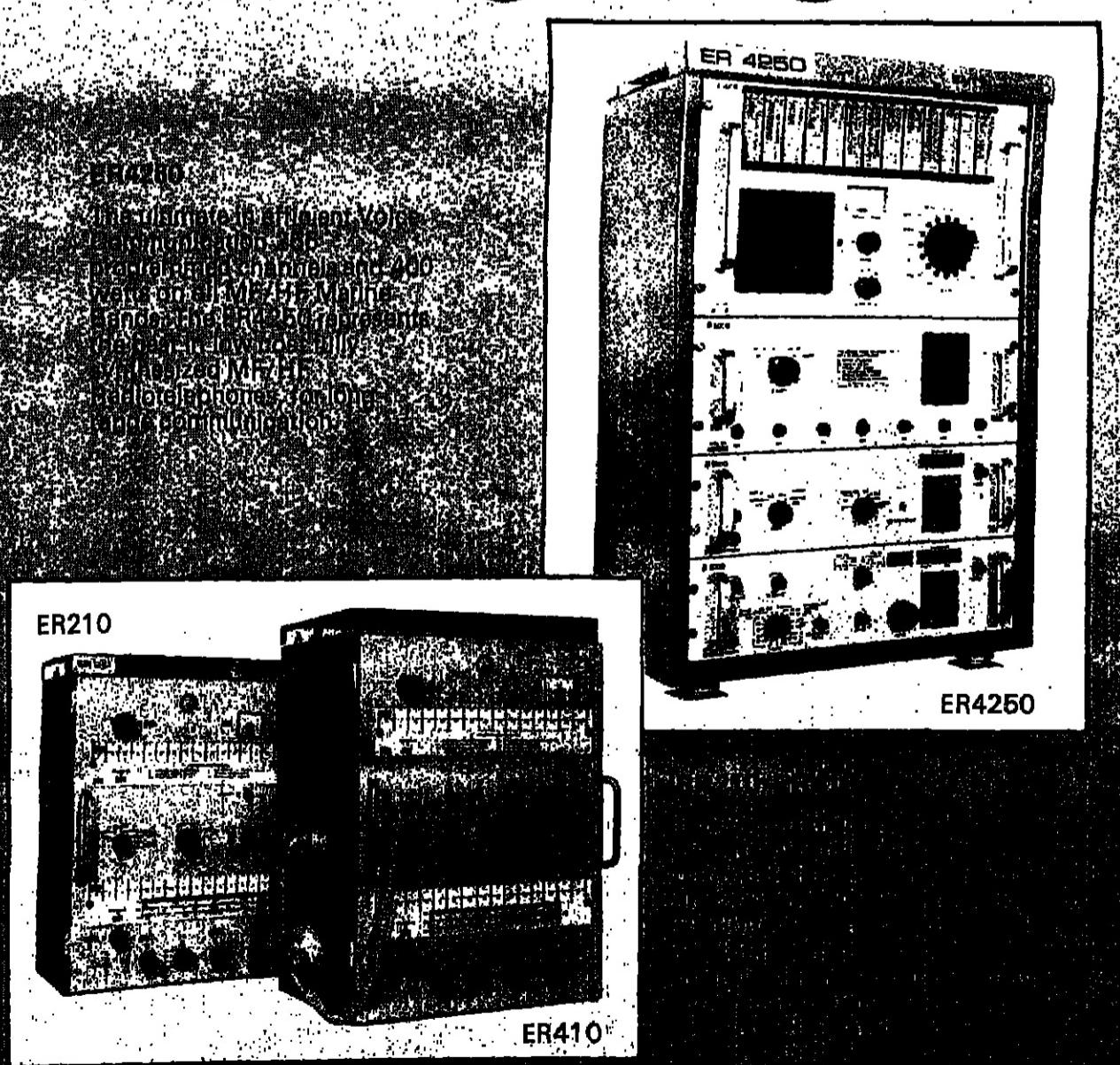
Message from the Minister

IN A telegram message of condolence to Sir Basil Parkes, chairman of Bostons, Edward Bishop, Minister of State, MAFF, said: "I was deeply concerned to hear of the loss of *Boston Sea Ranger* over the weekend. I should be grateful if you would convey my sympathies to the bereaved families and to the families of the missing fishermen."

"This tragic accident reminds us forcefully of the arduous conditions under which British fishermen are called to work. I am sure that the Minister, who is at present in Brussels, would wish to be associated with this message."



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French ship lands at Milford

MILFORD HAVEN fish merchant Peter Wright has made a bold move to increase landings at the port.

Last week the Lorient-based trawler *Patron Jean Chorlet* landed a catch at Milford which Mr. Wright, who is a director of Rawlings Fish Merchants, contracted to buy for £14,000.

Around 480 kits were sold by auction at Milford while the remainder was sent to Fleetwood.

Mr. Wright went to France to arrange the deal. He persuaded a French owner to

send one of his ships in to land at the Welsh port and now it is up to him whether he sends more of the 12-ship fleet he owns.

The catch consisted mainly of coley, haddock and cod. Mr. Wright said: "I did it because I believe Milford is not getting enough fish."

"More French trawlers are now landing in Britain because of the better fish

prices and the strengthening pound against the franc. I am hoping that other landings will supplement the catches landed by Milford boats."

He said it looked as if he would make a profit on the deal, but added: "I was disappointed with the prices paid, but I believe we will get a bigger demand for fish from Milford if we could get the supplies."

He said it looked as if he should have known the rules," Public notices and handbooks informed fishermen", said a spokesman.

HOLIDAY LAY-UP

DISTANT water trawler sailings from Grimsby have been wound up at least until the middle of the month.

The vessels cannot sail because of the 12-day Christmas/New Year market holiday which, from about December 8, will also hit the middle/near water ships.

This year the Grimsby break is from end of work on Thursday, December 22, until the market re-opens on Tuesday, January 3.

The lay-ups are sure to cause a further cut-back in landings in the run up to Christmas. Last week agents were busy encouraging foreign vessels to land at Grimsby before and after the holiday.

In past years, when there has been no intermediate markets between the two national holidays, prices have soared to record levels.

This year, however, distant water ships lined up for the very lucrative early January markets have only the Bear Island/Spitzbergen grounds open and these are fishing progressively slacker as the weather closes in.

Owners may decide not to risk too many vessels on such trips but wait until the New Year — sailing late in December — when the Norwegian grounds re-open subject to 1978 quotas.

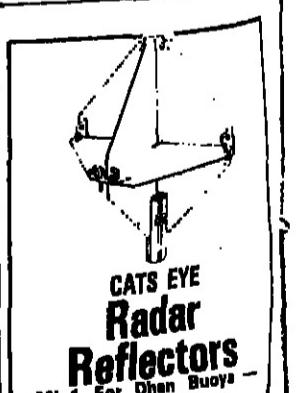
The biggest problem here is

the size of quotas allocated to individual owners — still unknown last week — but almost certain to be smaller than this year's inadequate share-out.

An indication of the dilemma facing Grimsby trawler owners on distant grounds is the fact that only BUT, of the port's three deep sea owners, had any vessels working last weekend. It is believed the firm had six vessels out on Bear Island trips.

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SKIPPER LET OFF HERRING CHARGE

Ministry to pay costs

SKIPPER Donal McAlinden of the purser *Quo Vadis* was awarded £810 costs against the Ministry of Agriculture, Fisheries and Food last week when he was found not guilty of illegally fishing for herring while based at Plymouth.

The skipper, from County Down, Northern Ireland, had pleaded not guilty to fishing for herring in specified south-western waters in contravention to EEC conservation regulations.

He faced a maximum penalty of £50,000, plus the confiscation of catch and gear.

David Owen Thomas, QC, for Skipper McAlinden, successfully submitted that there was no case to answer,

and that the prosecution had failed to prove that the catch had come from restricted waters.

The court was told that Plymouth fisheries inspector, Bill Williams, had seen *Quo Vadis* off-loading herring in Plymouth on October 16.

The purser had brought in over 100 tonnes of herring which had been sold for £58,000.

Prosecuting for the MAFF, Ian Corbett said herring fishing had been banned in certain areas from August 10 to December 31.

He added that, when interviewed, Skipper McAlinden had said he was unaware of doing anything wrong. He thought a quota of herring was allowed and did not know there was a total ban.

Mr Corbett alleged that the

catch had been made near the Radar Buoy, ten miles south-west of the Eddystone lighthouse.

Evidence was given that *Quo Vadis* left Millbay Dock on October 15 at 3 pm and returned at 9.30 the next morning. It was suggested that during that time she could not have left the restricted area.

Owen Thomas argued that the MAFF had no absolute proof of where the herring were caught. The onus, he pointed out, was on the prosecution to prove their case.

He suggested that notes taken by a fisheries officer were "prefabricated and full of holes".

Guernsey gets the cash

THE GREEN light has been given by Guernsey's States parliament to place £24,000 in the Fishermen's Loan Scheme.

President of the sea fisheries committee, Conseiller Alastair Mackay, gave members a summary of the industry and a rundown of its development and success.

The loans fund started in 1971 and the value of fish exports had risen from £97,000 in 1972 to £222,000 in 1976.

With the advent of

Portsmouth Polytechnic, island fishermen were able to equip themselves to operate much farther afield than the Bailiwick 12-mile limit. They were also able to fish with much greater efficiency. To date 39 loans had been made at a total cost of £163,916.

Conseiller Mackay was critical of the finance committee which had

suggested that market and economic factors had played a larger role in the industry's expansion than had the existence of the loans fund.

He said it was not simply a question of catching fish to take advantage of an existing market demand.

The demand had to be created and the outlet and transport arrangements developed.

GUINNESS NOT GOOD FOR FISH

GUINNESS may benefit fisherman but it certainly doesn't help the fish!

So say Irish conservationists who took the Dublin brewers, Arthur Guinness & Sons, to court last week for pouring effluent into Dublin's River Liffey in July.

Samples of a dark brown liquid spotted in the river near the brewery were taken by members of the Irish government's "watchdog" Conservator Corps.

Under examination, the effluent was found to be deleterious matter within the meaning of the Irish Fisheries

CAPSIZE

ONE MAN was presumed drowned and another was rescued in an accident at Peterhead on Tuesday night.

Peter Anderson, an ex-fisherman, went missing when Peterhead pilot boat overturned at the mouth of the inner harbour while assisting the Aberdeen trawler *Glen Afric*.

The other crew member, Arthur Buchan whose son skippers *Favonius*, miraculously survived. He was rescued after being trapped in a bubble of air under the capsized boat for almost an hour.

£10,000 FINES AT MILFORD HAVEN

No-liscence Spanish pair 'face ruin'

FINES of £10,000 each were imposed by Milford Haven magistrates last week on two Spanish skippers for fishing inside British waters without EEC licences. Their £3,000 catch was confiscated.

Before the court were brothers Javier Ajuria Abotiz (34) of Mikel Deuna and Julian Ajuria Abotiz (36) of Andra Maixa.

Michael Howells, prosecuting for the Ministry of Agriculture, Fisheries and Food, said that the fisheries protection ship HMS *Diamond* saw the two vessels pair trawling 20 miles south/south-west of the Small Rock.

Fisheries Inspector Lt-Commander Brierley boarded them and found a catch of 600 kilos of fish. He asked the skippers to put into Milford Haven.

Admitted

When they arrived in port the skippers admitted to Vicor Lee, district inspector of fisheries, that they knew they did not have licences and that they were fishing inside British waters.

They said they had to earn a living and these were the only waters they could go to.

'Forester' runs on

NEWINGTON'S C.S. *Forester* is now 10,284 points ahead of her nearest challenger in the October 1977 Hull District Water Challenge Shield Competition.

Her closest rival is BUT's *Ross Sirius*. The gap between the two vessels is now too far to bridge.

Newington's *Somerset Maughan* — still in third place — is 3,035 points behind *Ross Sirius*, with Hamling's *St. Giles* and BUT's *Lord Vincent* not far behind.

The top 20, with landings and points earned so far are shown below with positions held in the previous monthly table in brackets.



To the townsman, fishing is an outdoor life. To the fisherman burning the midnight oil over piles of paperwork, it's a full time business where there are no early closing days and where a head for figures is as important as an eye for the weather.

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FIRE ON FREEZER

A FIRE aboard the 1,105-ton BUT freezer trawler *Coriolanus* stopped her from starting a trip to the Bear Island grounds last week.

The fire — in the galley — was discovered by a crewman as the outward bound vessel was in the lockpit of Hull fish dock.

Quick action minimised the damage. Crewmen rushed to the galley armed with fire extinguishers and hoses and managed to get the fire under control before the arrival of three army and RAF manned "Green Goddesses". Damage was mainly to fittings and wiring so *Coriolanus* will probably sail this week.

so *Coriolanus* will probably sail this week.

	Kilos landed	Points
1 (1) C.S. <i>Forester</i> (Newington)	22,641	49,491
2 (2) <i>Ross Sirius</i> (BUT)	16,949	39,206
3 (3) <i>Somerset Maughan</i> (Newington)	17,982	36,271
4 (4) <i>St. Giles</i> (Hamling)	16,394	34,880
5 (5) <i>Lord St. Vincent</i> (BUT)	16,519	34,509
6 (8) <i>Arctic Cavalier</i> (Boyd)	17,213	34,207
7 (6) <i>Loch Eriboll</i> (BUT)	16,471	33,782
8 (7) <i>St. Gerontius</i> (Hamling)	16,944	33,366
9 (10) <i>St. Dominick</i> (Hamling)	16,671	31,846
10 (9) <i>Ross Orion</i> (BUT)	14,466	31,554
11 (12) <i>Ross Altair</i> (BUT)	12,080	31,379
12 (14) <i>Arctic Rebel</i> (Boyd)	12,985	30,822
13 (11) <i>Hammond Innes</i> (Newington)	13,917	29,393
14 (13) <i>Ross Trafalgar</i> (BUT)	11,508	29,395
15 (16) <i>Ross Leonis</i> (BUT)	13,361	27,048
16 (15) <i>Palatoff</i> (BUT)	14,017	26,980
17 (17) <i>Kingston Amber</i> (BUT)	13,971	26,830
18 (18) <i>Ross Canaveral</i> (BUT)	11,982	26,209
19 (19) <i>Arctic Vandal</i> (Boyd)	12,056	25,184
20 (20) <i>Weasila</i> (Mar.)	10,742	23,828

Do's and don'ts of smoking

"THE MARKET for whiting is very poor here just now so we want to sell them smoked instead of fresh."

"What is involved in curing and smoking whiting and other species such as herring, mackerel, cod and haddock, and how can we make, or where can we get a smoker to process small quantities?"

"The species mentioned have to be salt cured before being smoked. Vacuum-dried salt is best for bringing prior to smoking — simple table salt, which is bought in bulk through wholesale grocers.

"Coarser grades of salt, known as fishery, country or rock salt, are sometimes used for fish processing but impurities in them occasionally damage smoked products.

Defects are usually visual, perhaps white crystals forming on the surface of the fish or discolouration.

In preparing a brine solution, some use a mixture consisting of 12 lb. salt dissolved in eight gallons of water for every 100 lb. fish; others use a solution in which a potato will float.

Fish preparation consists of removing heads and guts and then splitting them in the same way as herring are split for kippering. If larger than average, parts of their backbone are removed and slits made for salt to penetrate. They are then scrubbed in fresh water with a brush to remove remains of blood, guts and unwanted tissue.

Thereafter they are steeped in the brine for 30-90 minutes before being removed and strung up in the shade to drip and drain. They are ready for smoking when tacky.

Fish can be either cold smoked at a smoke temperature of less than 86 deg. F. or hot smoked at a higher temperature. Cold smoking dries and flavours them; hot smoking cooks and cold.



John Burgess' Log

Stop a knot slipping

"I AM MAKING salmon nets out of soft twisted nylon twine but the knots keep slipping."

"How do professional net makers ensure that knots do not slip when using such twine and how can I avoid slipping?"

"Please tell me also how to stiffen a trawl I have made with thicker nylon twine."

"Knot slipping is caused chiefly by the smoothness of synthetic filament yarns."

Normally you can prevent it by increasing the coefficient of twin friction by applying a surface coating.

A bonding agent can be applied to the twine during manufacture of a net, or to a finished net to fix the knots.

Some manufacturers consider application should be made both during and after net manufacture but most consider it should be done during manufacture to enable the net to be taken off the machine undistorted and conveyed to a stretching frame to tighten and fix knots.

Bonding agents, which are mostly resinous compositions, can be applied as twines are being spooled when they are being woven into netting or have been formed into a finished net. Use of agents can sometimes be avoided by applying high tensions at the back of a loom. These consolidate knots sufficiently for net handling prior to the stretching treatment.

Net makers sometimes heat-set both the twines before they are woven and the finished nets afterwards. But they are equipped to ensure that twines are heat-set at a temperature of less than 100 deg. C. so that boiling water or low pressure steam can be used to set the completed net. They are also equipped to keep the meshes of a completed net under tension when hot setting.

Twine can be sent away to be bonded but it would be expensive and might result in the twine losing the softness so desirable in a salmon net.

You could use a kettle of boiling water and stretch by hand to tighten a few reefing (tory) knots, but it is neither practicable or advisable to do this and heat-set netting which you braid yourself.

If you are not equipped to keep meshes under tension during the process, some contraction may occur and mesh size become less than the legal minimum.

The most practicable step to prevent slipping is to make double sheet bends or weaver's knots instead of single ones.

You could use a traditional method of stiffening nets by putting tar and sea water in equal parts into a copper boiler the brew and then dipping your net into it for a minute or two before hanging it over the copper to drain and dry. But, although suitable for netting made of hemp twine, I doubt whether it would be for nylon-setting.

A better method is to dip the trawl in a bath of the Regent Oil Company's Net-coat or Shell Chemicals' Shell PE4. Neither product is so viscous that it has to be treated or diluted before nets are dipped.

In Scotland, however, they sometimes dilute Shell PE4 which is a black, bituminous composition, half oil and half with paraffin.

If either product is being used through a local depot, check that it is available, treat the twine in the trawl.

Scotland

—special fishing news review starts here



The new Ocean Triumph II — come aboard on page 31

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Two of Aberdeen's larger sidewinders setting off for the grounds. Owners will soon have to start replacing these older vessels.

FISH PRICE RECOVERY PROPS UP TRAWLERS

EARLY IN 1976 Aberdeen trawler owners predicted that their entire fleet could be out of service by the middle of this year. A combination of low catch rates, uneconomic quayside prices and a savage rise in operating costs had been disastrous for the fishing industry.

Few Aberdeen trawlers made a profit, or even managed to pay their way.

During '74 and '75 about one-quarter of the port's trawlers had been withdrawn from fishing and, by early '76, decisions were being made daily whether or not to send the fleet from collapse.

The average price per cwt. paid for white fish at Aberdeen in 1975 was only £10.50 and the owners calculated that only a price rise of some £4 a cwt. in 1976 would prevent the fleet from collapsing.

Subsidy
It was pointed out that if things did not improve they faced a loss of near on £4 million. The Government was asked for a continuation of the subsidy scheme to help survive the crisis.

In the event no financial help was forthcoming and Ministers pointed out that prices were beginning to rise to more realistic levels.

Happily for Aberdeen, prices did take a turn for the better during 1976.

The average price paid per cwt. for white fish landed at the port during 1976 rose to a more satisfactory figure of £14. Trawlers landed a total of 1,280,000 cwt. valued at £17.5m. — a big increase in value over the 1,155,899 cwt. catch worth only some £12.3m. in 1975.

Well into 1977 the average value per cwt. has kept at £19 and, on the whole, the fleet has made good financial recovery. By the end of October this year trawlers had put ashore some 958,000 cwt. which sold for £18 million.

Following a weeding out of the more uneconomic ships in the fleet, the number of vessels fishing during the last couple of years has remained fairly stable at around 85, as against 109 at the beginning of 1974.

Trawler owners are far from complacent despite the fact that they have had quite a buoyant year.

He added that it has been

almost a waste of time fishing at Faroe because there is not enough fish in the areas open to our boats.

North Star's three stern fishers — the 144 ft. *Grampian Monarch*, the 128 ft. *Grampian Chieftain* and *Grampian Warrior* — are allowed to fish at Faroe. But Mr. Lynch pointed out that it is uneconomic to send them there all the time because of poor catch rates.

"This," says Robert Allan, "will make fishing at Faroe unviable". He said that owners are not satisfied on scientific grounds alone that this move is justified. They are pressing for a scientific meeting to debate the merits of this measure.

Continued overleaf

Above: Robert Allan, Scottish officer of the British Fishing Federation: "Stop and go agreements at Faroe have reduced cod and haddock fishing by 45 per cent."

Below: The 88-footer *Deeside*, built in 1972, is one of the highest-earning vessels of her type in the Aberdeen fleet.



Squid

Robert Allan, Scottish officer of the British Fishing Federation, told *Fishing News*: "This series of stop and go agreements at Faroe has reduced cod and haddock fishing by 45 per cent."

Pat Lynch, trawler manager with the North Star Fishing Co., said: "Normally the Aberdeen boats would fish for squid and haddock on the Faroe Bank in the summer, but this is now closed to UK trawlers".

Trawler owners are far from complacent despite the fact that they have had quite a buoyant year.



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Above: Ben Bhrackie — one of the two Irvin trawlers which have been fishing the Barents Sea this year. Below: North Star 128 ft. Grampian Chieftain — fishing at Faroe.



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Continued from page ten

Charles Small, a managing director with the John Wood Group, said that the new mesh size would mean that at certain times the boats would catch nothing but coley.

More negotiations are shortly to be held with Faroe to settle fishing agreements for next year. It is generally felt that Faroe is unwilling to enter into a long term agreement with the EEC for British vessels fishing in her waters until she, in turn, can get a satisfactory deal from the EEC.

Norway has called a halt to fishing, for the meantime, in her northern waters but, fortunately for Aberdeen, only one or two local trawlers work these grounds.

Richard Irvin and Sons has had two boats — the stern trawler *Ben Lui* and the side winder *Ben Bhrackie* — on the Barents Sea this year and a spokesman for the firm said: "Now we're out of both Iceland and Norway, things are not looking too good for the future of these boats".

Barred

The 150 ft. *Ben Lui* has, in fact, done quite well this year on the Barents Sea owing to the good prices, *Ben Bhrackie* has been less fortunate.

With the cut-backs at Faroe the majority of Aberdeen trawlers are now fishing in the North Sea.

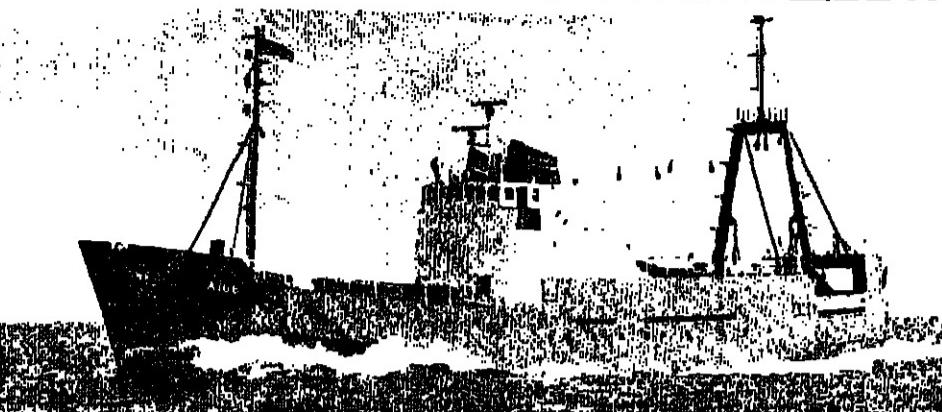
Charles Small said that those boats barred from Faroe are having to move on to the already overcrowded North Sea grounds. Skippers are having to learn the new grounds to keep their trips viable. Reasonable catch rates and good prices have helped many to have a satisfactory year, however.

In view of the uncertainty at Faroe, British United Trawlers decided to try its 127 ft. stern fisher *Pindarus*.

Nevertheless, owners are worried that yet another year is almost over and the CFP is still not settled.

One owner said: "We just

FISH PRICE RECOVERY



Ben Lui — good trips from the Barents Sea this year.

in Shetland waters. A spokesman for the firm said that she had done relatively well.

While the EEC's Common Fisheries Policy remains unresolved, however, trawler owners are appraising the state of their fleets and wondering what type of vessel would best suit their future needs.

Robert Allan said: "Aberdeen believes that if the CFP is satisfactorily resolved and the stocks are able to recover, then the future could be relatively bright for North Sea fishing."

"But owners don't want the UK to rush into an unsatisfactory settlement. The industry's approach is for the UK to press for conservation methods".

Members of the Aberdeen Fish Producers' Organisation have begun to work within a catch limit of 30 cwt. of haddock and whiting per man each week, in line with similar moves in other Scottish ports, as an interim measure.

Nevertheless, owners are worried that yet another year is almost over and the CFP is still not settled.

One owner said: "We just

which is proving its worth at present is the pocket trawler. The catches from these 88 ft. side fishers now account for more than one-third of trawler landings at Aberdeen.

Many are part-owned by their skippers in association with trawling companies and their crews are paid on a share basis. In the main, they fish at Shetland, Fair Isle and off the Scottish west coast.

Weather

The foresight of trawler owners in moving towards this smaller class of vessel in recent years is now being rewarded and, as the majority of pocket trawlers are under six or seven years old, they should remain viable for a good number of years.

Not all trawler owners are convinced that this is the right type of boat for fishing the North Sea all year round. Bad weather can interrupt operations resulting in irregular supplies to the market.

There is also the fear that, should more be built, there could well be crewing problems.

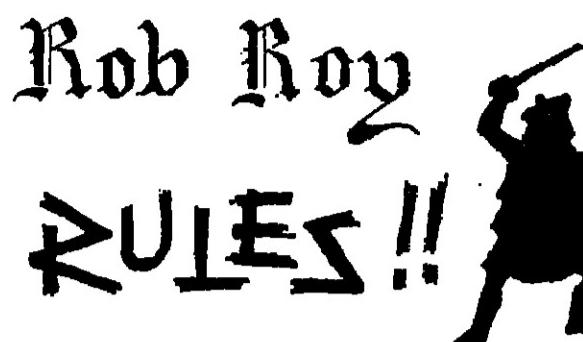
One owner said that something in the 100 ft. class might be more suitable in future.

Robert Allan commented: "Given the right outcome of the CFP, Aberdeen is in a good position geographically and has sufficient buying force and back-up facilities to be a growth centre".

Aberdeen has one problem which does not affect other trawling ports to any great extent: it is faced with competition for labour from the North Sea oil developments.

Skilled technical personnel and certified seagoing people have been lured away from fishing by the high wages offered in the oil industry.

Trawler owners are now having to recruit over a much larger area.



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ODD CUSTOMS and traditions have always existed where men have gone down to the sea in ships to fish. Most are so old their origins have been lost in the folklore of centuries past.

Such rituals were strongest in the days of sail — well over a century ago — yet it would be wrong to dismiss them as relics of less enlightened years.

The obsessive commitment to superstition has gone; it no longer dominates the lives of whole communities from the cradle to the coffin. Yet even today it is still possible to find men and women who cling to the last vestiges of a way of life and defy reasoned explanation.

That it existed at all was due largely to a primitive in-born fear of the power of the sea, the uncertainty of fishing and a resolute belief in providence.

At its peak, during the nineteenth century, superstition raged through the entire British fishing industry and haunted behaviour ashore just as it did at sea.

Many customs were universal but, in Scotland, the proliferation of isolated communities of fisherfolk among the craggy coves of the mainland and islands gave rise to local variation.

Whistling was always considered a most unfortunate habit. 'Whistlin' up the win', and more probably a raging gale was the inference here which would wreak havoc among the 'wee boaties'.

Similarly, any fish-wife who blew on her oat-cakes to cool them was surely dooming her 'guid man' to a watery grave, just as she would if daring to comb her hair after sunset.

When the bairns took a drop of the hard stuff

It was considered the height of ill-luck in Scotland to fish on the Sabbath, a custom which gave rise to the popular term 'Sunday boats'.

As the grounds got further afield it became customary to allow them to sail after 'the blessing', usually Eucharist at the local chapel, but no one dared shoot their gear before midnight!

Delving into 19th century history, the unexplained decline in the prosperity of Dunbar and Stonehaven has been attributed to the sin of Sunday fishing.

All sorts of strange rites applied to other days like finger nail clipping on Tuesdays which invoked the wrath of the witches.

Oddly enough Fridays — the bogey day for most

fishermen — were held as lucky in many parts of Scotland for laying the keel of a new boat. The launch, however, was a different matter and Fridays were to be avoided, generally in favour of Thursdays.

The ceremony had to take place with the tide 'flowin' and these sturdy wooden vessels were never named until they were well and truly afloat — and even then, if built at another port, not until they arrived home. The christening was done by smashing a bottle of whisky over the stem or stern.

Blessing

To ask a minister for his blessing was tantamount to condemning the boat as, indeed, was the mere presence of the 'man wi yon blow kytic'. After the launch came the 'boat feast' with bread and cheese washed down with plenty of whisky.

The mercurial properties of this golden spirit, as now, sealed many deals and young and old alike took their fill. It was not uncommon for Scots fisher-wives to induce sleep in their bairns with whisky whilst still babies so most boys had already acquired the taste.

There is a well-authenticated story of the Scots lad

on his first trip to the East Anglian herring fishery being given a sovereign by his skipper when in Yarmouth and told to spend it on food and drink for the crew. He returned with six bottles of whisky and one solitary penny loaf.

For a moment the skipper gazed with admiration at the provisions, then exclaimed: 'Heaven firgiv ye a boy, whatever shall we do wi' all yon bread?'

Once in the water for the first time, to avoid bad luck the boat had to be turned with the sun; 'pit the boaties heid wast aboot', they used to say.

Usually a horseshoe was nailed to the mast emphasising the general belief that 'cauld iron' would ward off everything evil. If a new boat had been brought from another port the skipper's wife would usually name it and shower it with corn or barley for good luck.

Nothing save misfortune awaited a new boat not ready on the appointed day and for a crew to return home empty handed was akin to tragedy.

Before the first trip great care was taken with the preparations. Ballast from old boats was universally avoided, whilst on the west coast the sweeps (oars) and sails had to be brand new.

It was a general custom to allow a new boat to lead out her local fleet on the first trip and, at many east coast ports, the owner's wife laid on bread and cheese for the crews of local vessels following her home.

Stories abound of new boats purposefully returning with the stragglers.

Nothing could persuade the 19th century Scottish fisherman to board a stranded boat from his home fleet if lives had been lost.

Even after the elements had broken her up he dared not touch the flotsam no matter how short of firing he was. Very occasionally a repairable boat could safely be sold to another port, as the vessel's bad luck.

It was a terrible blunder to ask a fisherman where he was going to fish, or wish him 'guid luck', as he was about to leave. Such chance remarks could result in a bloody nose from an irate fisherman to turn the innocently implied misfortune by drawing blood.

Journeys to the beach, or harbours, were fraught with problems. So many things had to be given a wide berth it seems extraordinary anyone got to sea at all! It was terribly unlucky to meet anything 'ill-fit' like cats (but not in Shetland), or people with certain names, occupations or peculiarities.

Even here superstition lurked and an owner tempted Providence if his wife did not apply the first 'mop' of tar.

Certainly the multi-coloured Shetland four-sailers had little apparent superstition on colours. Nor for that matter did the late 19th century Orcadian vessels with sparkling white top-sails set off by black, green or red bottoms.

Seventy years ago the arrival of the steam drifters in numbers added another dimension in terms of bright colours.

One custom connected with colour schemes once very prevalent in Scotland was the mourning band, a slender stripe of blue paint encircling the hull — save for a small

gap — which denoted the death of a crewman or relation.

It was all too commonly seen on steam drifters from the Moray Firth ports, although latterly it was more often painted around the funnel, just below the smokeband. The skipper's life was otherwise at risk.

Needless to say is was not entirely unknown for the hand to continue.

Four of the fishing number 13, or one which added up to 13, widespread in England, never really bothered the Scottish fishermen. Indeed far from a resistance there was quite a demand for numbers totalling 13!

Anyone disbelieving this can still find ample evidence at Aberdeen. At some ports repetitive numbering, especially 111 and 1111, was unpopular.

This was almost certainly imported from England by drifters who worked closely for so much of the year with their English counterparts, notably the East Anglians who had strong feelings over such numbers.

There seemed to have been unlimited superstitions actually concerned with getting crows to sea.

Initiation

Usually boys going for the first time went through strange initiation rites, known as 'brotherin'.

A deal of horseplay took place at these somewhat pagan ceremonies but, once the youngster had shed a drop of blood, he was accepted as an equal and the gathering got 'bleedin foul' on whisky and ale.

On the north-east coast shodding blood was held as a sure way to avert bad luck and men were known to start fights among their friends every new season to fulfil this obligation.

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Aversion

The English aversion to green was largely ignored in Scotland. The big fifties and zulus, with their immense spread of sail, stuck rigidly to black hulls — a memento of even earlier times when nearly all Scot boaties had tarred hulls.

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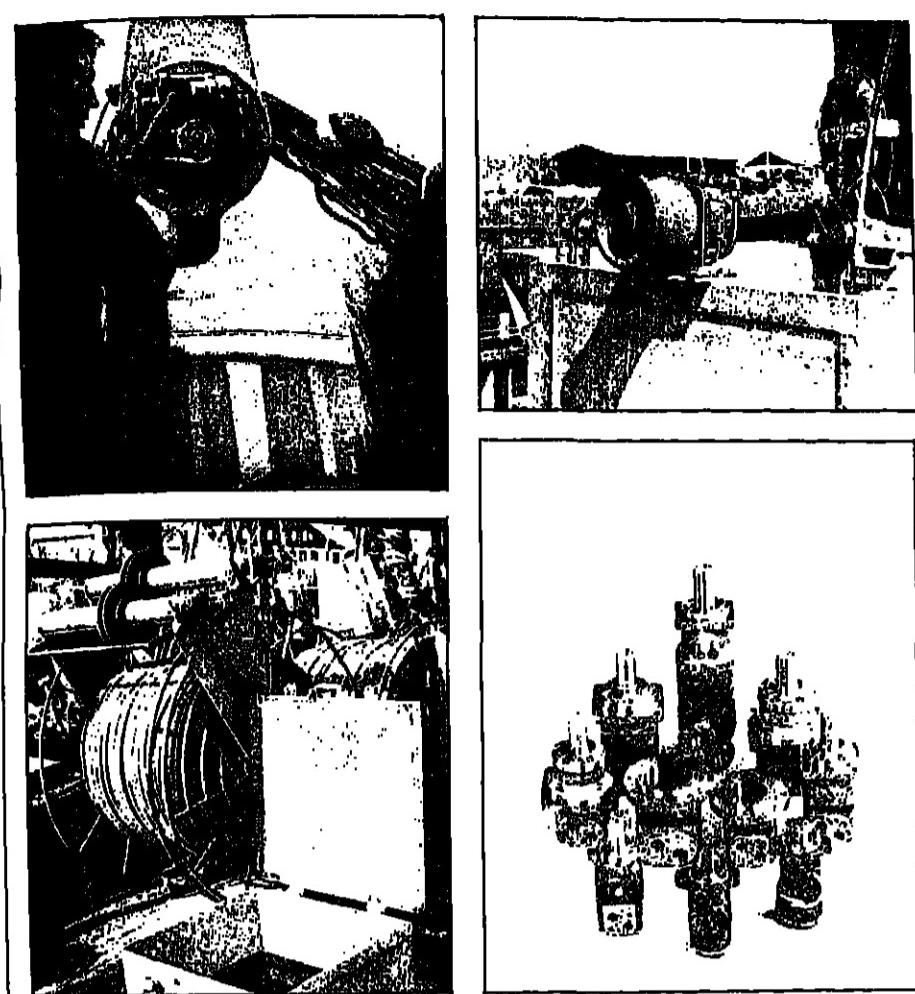
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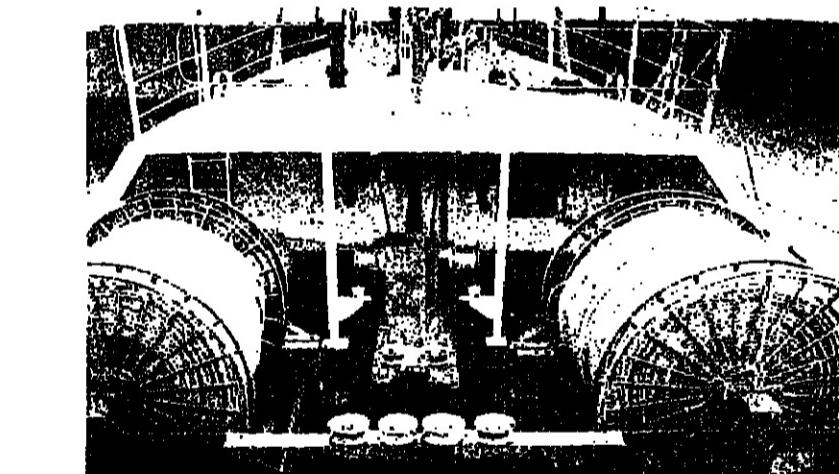
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SHIELWOOD (A155)

Built by the Campbeltown Shipyard for the Don Fishing Co., the 78 ft. *Shielwood* is seining from Aberdeen under Skipper Robert Malcolm. She is powered by a Deutz 460 hp engine and gear handling aids include Northern Tool and Gear winch, Fishing Hydraulics rope reels and Rapp power block hung on a Hib crane.

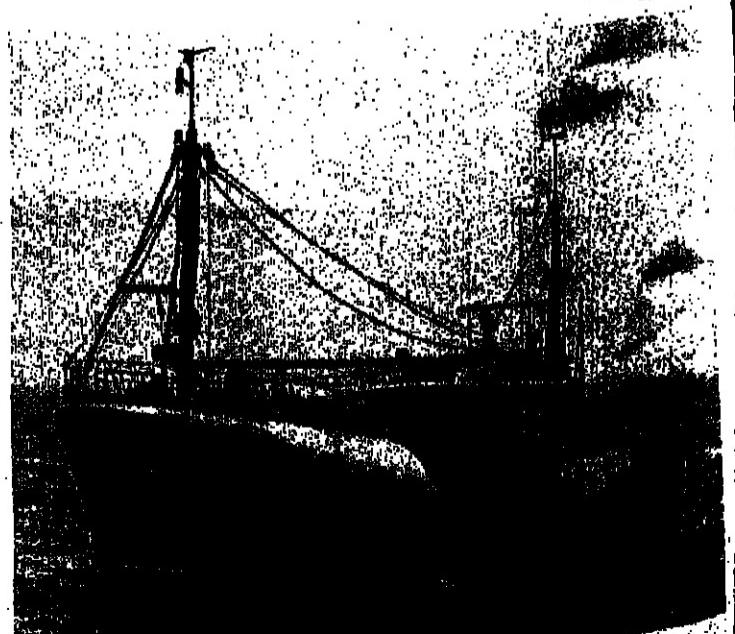
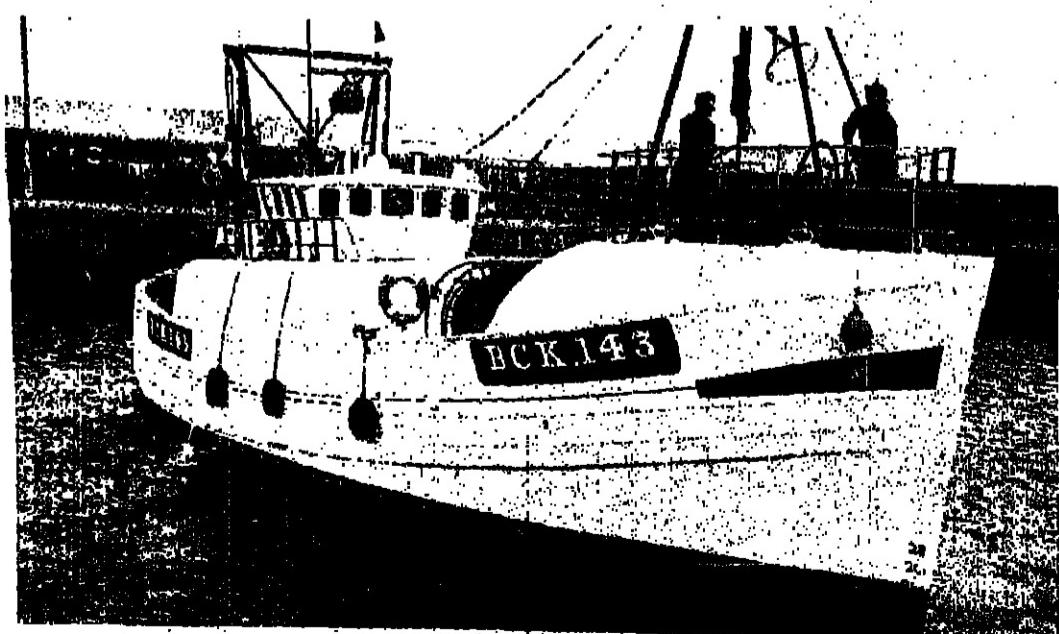
AEOLUS (BCK143)

The 74 ft. wooden-hulled seiner-trawler *Aeolus* (God of the Winds), seen bottom left, was built by the Macduff Boatbuilding and Engineering Co. for Skipper George Findlay of Buckie. She was the first vessel in the north-east of

Scotland fitted with the new Simrad MC Combined Scale Expander and Storage Unit to supplement her Simrad EQ echosounder and C Echo scope. *Aeolus* fishes out of Peterhead.

CORONELLA (BF277)

This boat (bottom) is one of the purse seiners to join the Scottish fleet in 1977. The 86 ft. *Coronella*, built for Skipper David Alexander of Banff and his partners, was one of two vessels ordered from the Smith and Hutton yard at Dundee. Following this firm's closure, she was fitted out in Fraserburgh harbour by J. and G. Forbes and Co. Designed by the Napier Company (Arbroath), *Coronella* is a sister-ship to *Breneline*.



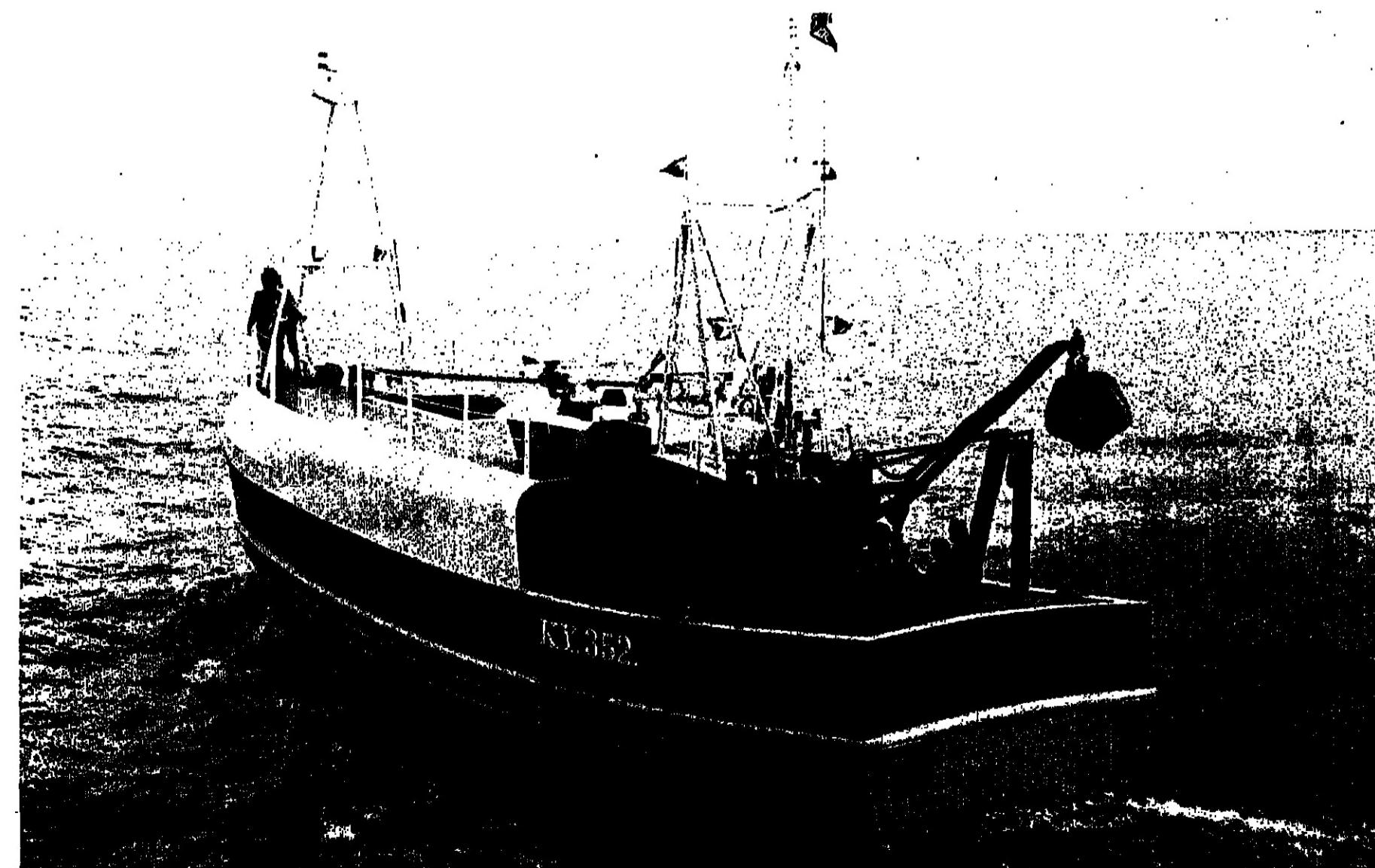
New boats of '77

**BOUNTIFUL (BF79)**

The 86 ft. wooden-hulled and transom-sterned *Bountiful* (above) was built by J. and G. Forbes and Co. of Sandhaven for Skipper James West of Gardenstown and his partner, Forbes West. Powered by a Mirrlees Blackstone engine of 760 hp, she is fitted with a Robertson trawl winch, Northern Tool and Gear seine winch and Rapp power block.

**ORION (KY352)**

One of the more unusual seiner-trawlers to come from a Scottish yard this year is the 64 ft. *Orion* (below), built by Gerrard Brothers of Arbroath for Skipper William Scott of St Monans. She has a full-length shelterdeck, Ramme seine rope reef unit and a Gardner 230 hp engine.

**RHODELLA (BCK100)**

Seen (below) after her launch from Jones Buckle Shipyard in the summer is the 74 ft. wooden-hulled seiner-trawler *Rhodella* built for Skipper Eric Smith of Buckie. Designed by G. L. Watson and Co., she has a fishroom chilling plant from Currie and Thomson (Engineers) Ltd. *Rhodella* is seine netting out of Peterhead and other equipment aboard her includes Kelvin 600 hp engine, Lossie Hydraulics rope reels and power block, plus Sutherland winch. Her fish finding aids are mainly by Elac and she has her whaleback, gutting shelter and hatch covers made of aluminium to cut down on top weight.

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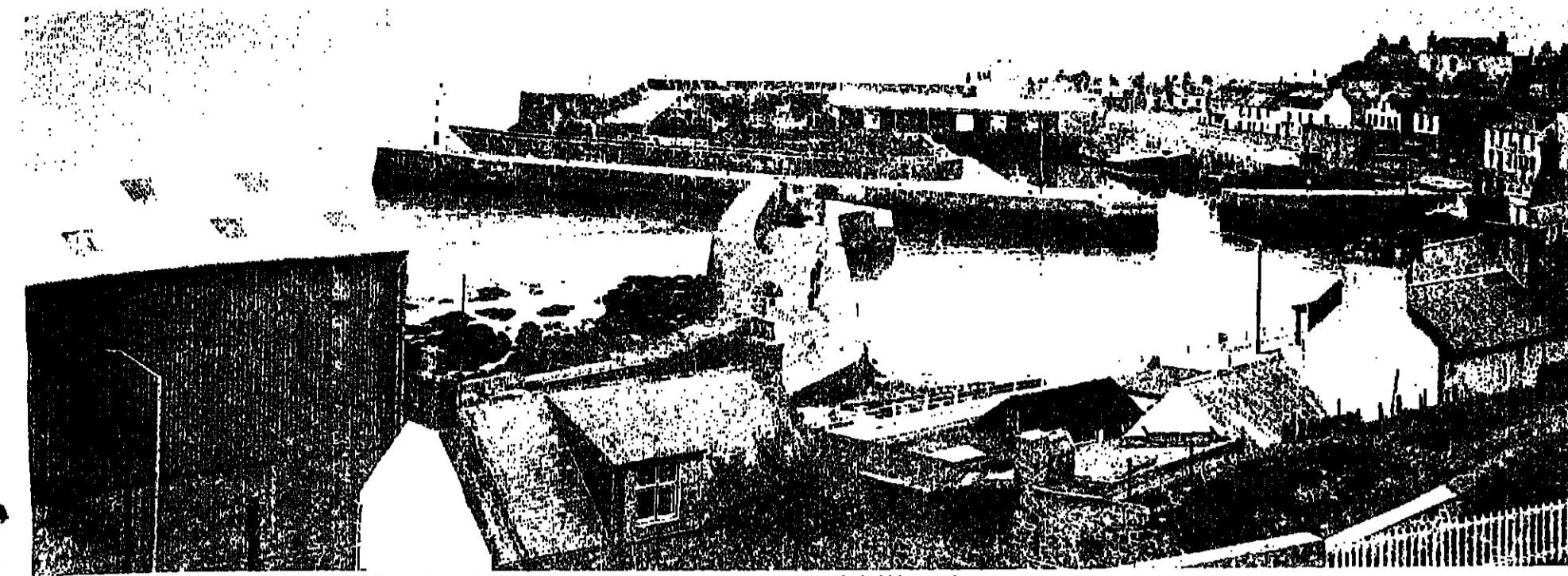
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Macduff — now having a revival after the depression of the mid '70s. The port boasts a fleet of sturdy bobbin trawlers.

MACDUFF LEADS ON!

THE SMALL Banffshire fishing town of Macduff is now having a revival after being severely hit in the depression of the mid-70s.

Then, when steep rises in operating costs and poor prices set in together, about one-quarter of the port's 40-strong fleet was forced out of business.

Even two of the port's most successful fishermen had felt that fishing from Macduff was finished and they found jobs ashore.

Quite a few local men took berths on larger herring boats owned at different ports, while others found jobs in North Sea oil.

Other similar vessels have been coming in with catches of over 200 boxes for one and two day trips on the local grounds.

Bobbin trawling was introduced to Macduff in the late 1960s by skippers Maurice Slater and George Slater with their vessels *Golden Spinney* and *Golden Hope*. The method was adopted by other boats in preference to fly-dragging seining.

Fish was becoming more scarce on the seine net grounds and trawling enabled the vessels to work rough ground and so open up fishing areas which were inaccessible to the seine net.

Trend

Those who hung on have, of course, enjoyed the steadily rising prices of the last two years. But they have tended to land their catches at other ports for much of the time.

This trend is nothing new for Macduff fishermen because, for a number of years, they have worked the white fish grounds off the Scottish west coast and have done much to develop the village of Kinlochbervie into a thriving small fishing port.

There have been years when fish was plentiful in the Moray Firth, however, and the fleet has then fished locally and landed at home more often.

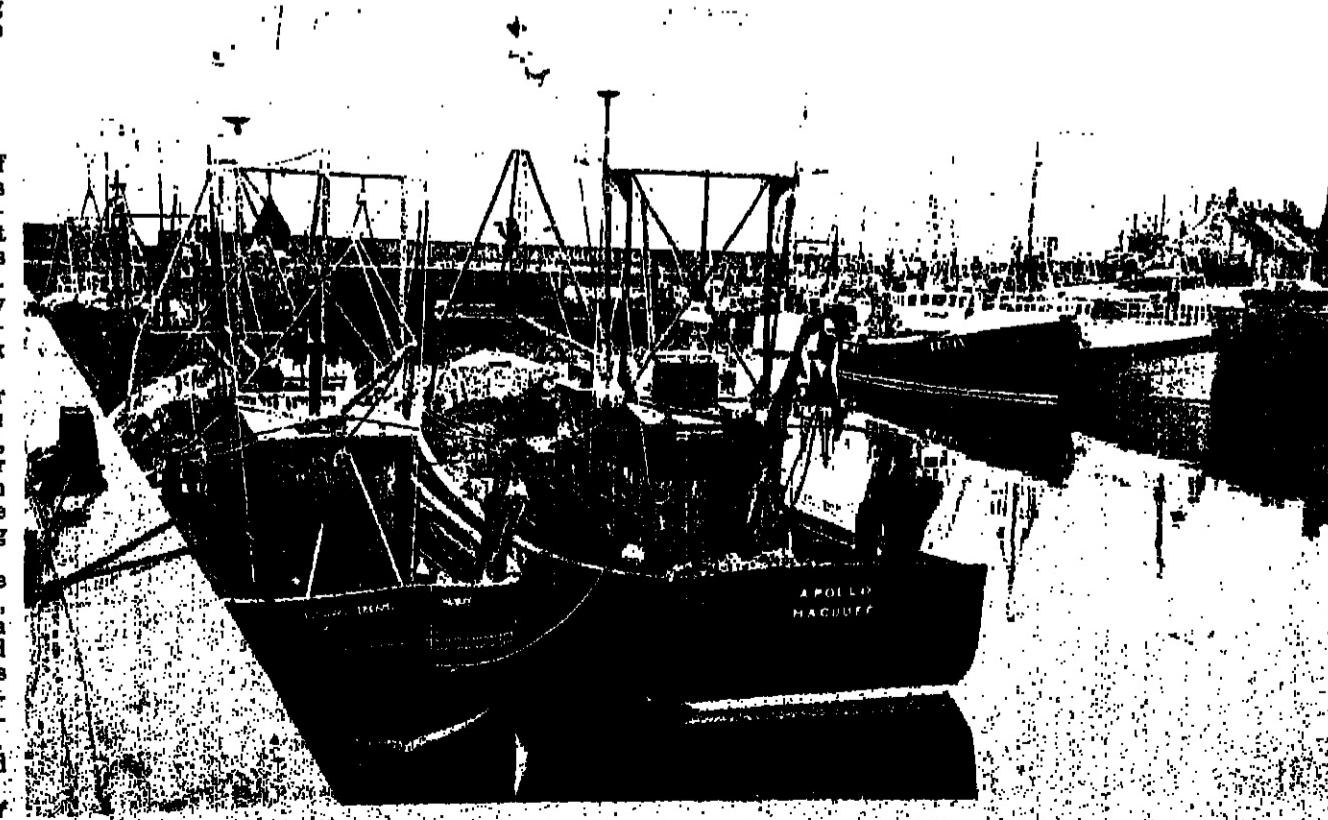
For the last few years fish has been scarce in the Moray Firth and only a handful of boats were landing at Macduff all year round. As recently as last year prices were still relatively low and erratic landings gave buyers little incentive to attend the market.

Although there were signs of fish beginning to come back to the Moray Firth, fishermen were in their turn discouraged from landing at home because of poor demand.

This year the revival has started in earnest. The present huge demand for fish has brought prices at Macduff more in line with those at other ports, while there is also much more fish in the Moray Firth.

The turn-around has en-

Above: *Valonia*, skippered by John Watt, is one of the newest boats in the Macduff fleet. Below: the Macduff fleet tied up for the weekend. The Scottish port now has around 30 boats.



MACDUFF

From page 19

Star Award came from the Macduff Boatbuilding and Engineering Co. which has done much to build up this powerful fleet of bobbin trawlers.

Skipper Kenneth West's boat *Seagull* is also 56 ft. long and was built by Herd and Mackenzie of Buckie in 1971.

She was originally powered by a Caterpillar engine of 250 hp, but a year ago she was re-engined with a larger 'Cat' of 370 hp.

The majority of these vessels use Mystic bobbin trawls from the Boris Net Co., together with 7 ft. Dunbar Vee-type doors.

Last winter *Seagull* and *Star Award* worked a Boris white fish pair trawl for a short while from Macduff and Kinlochbervie. The net proved to be particularly good for cod and fished especially well in deep water.

Skipper Slater said that the pair trawl can cut the boat's fuel costs by about one-quarter as they tow more slowly.

Early

Although the bobbin trawlers usually work from Kinlochbervie from about March to September, the good fishing in the Moray Firth attracted them back to Macduff much earlier this year.

Some came back as soon as May and had quite good catches of haddock which earned reasonable prices.

By late September the big run of cod had started and quite a few of the boats fished about six miles from home and were able to land every day.

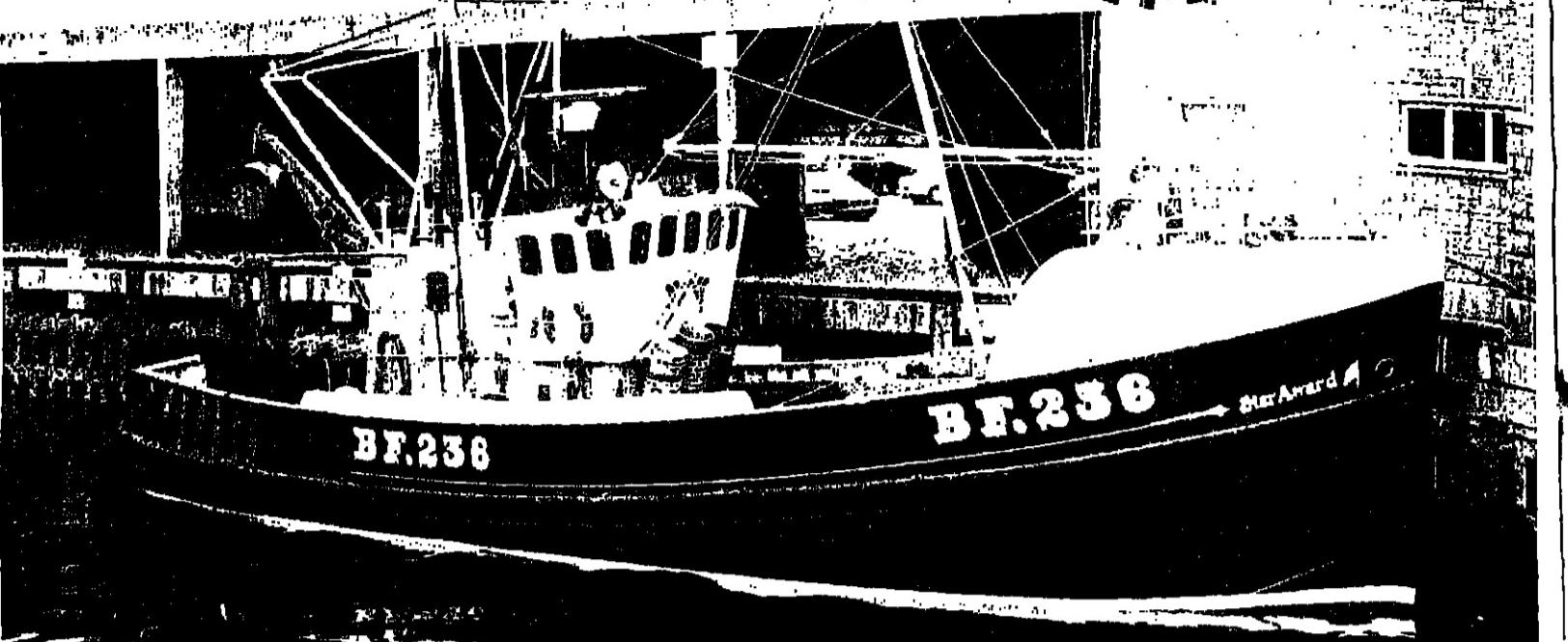
Skipper Kenneth West said that big landings were still keeping prices back a little and the cod was earning about 236 a box.

Some skippers think that a cut-back in industrial fishing is the reason for bigger catches this year. They say they are catching the fish that would have normally been taken by the industrial trawlers.

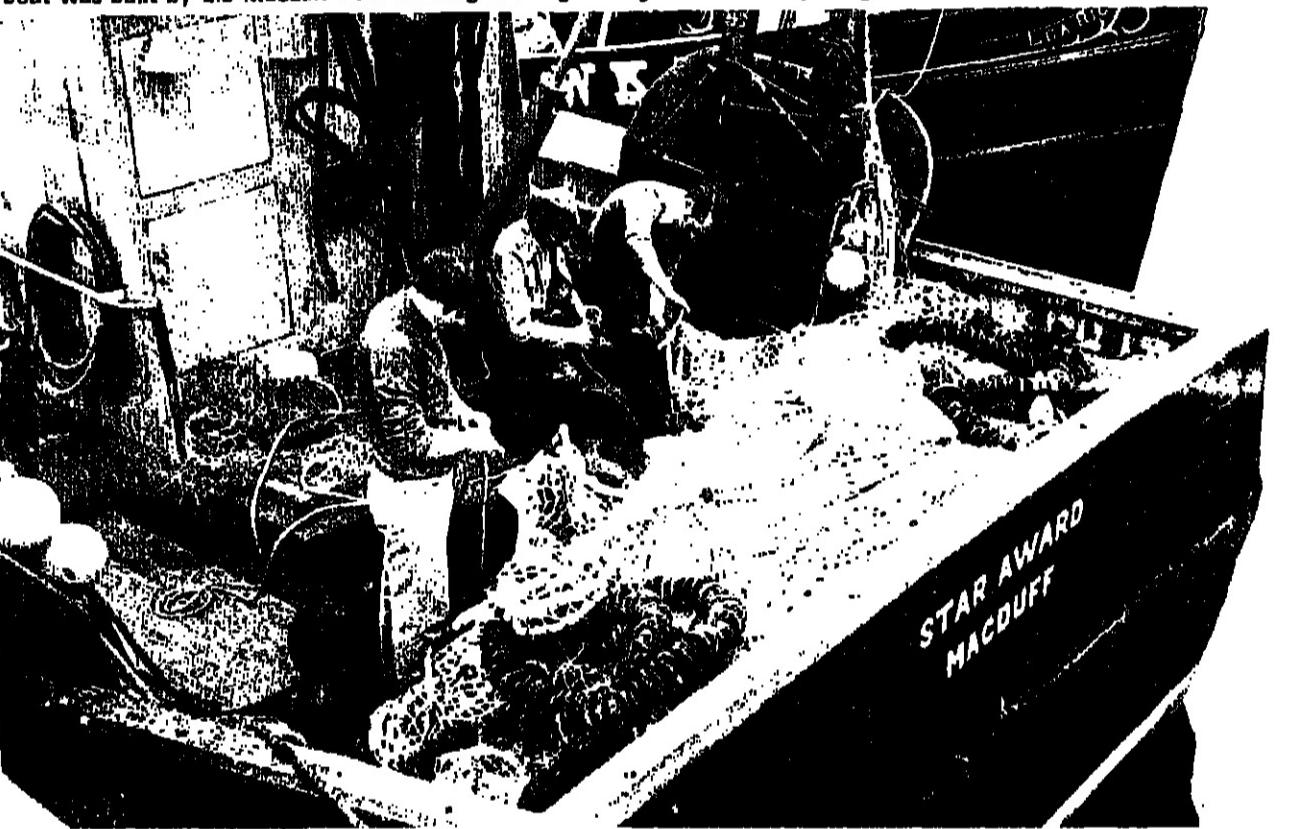
Other skippers say that this is not the reason. There have always been good and bad years — and always will be.

Macduff was an important seine net port for some 50 years and skippers still carry on this tradition. About eight seiners work from home and two or three larger vessels are based at Peterhead.

Skipper Robert Mitchell's 56 ft. *Mizpah* often makes trips of three or four days to Fair Isle, landing in the



Skipper Maurice Slater's 56 ft. long *Star Award* is typical of the small bobbin trawlers working out of Macduff. The two-year-old boat was built by the Macduff Boat Building and Engineering Co. Below: repairing her nets.



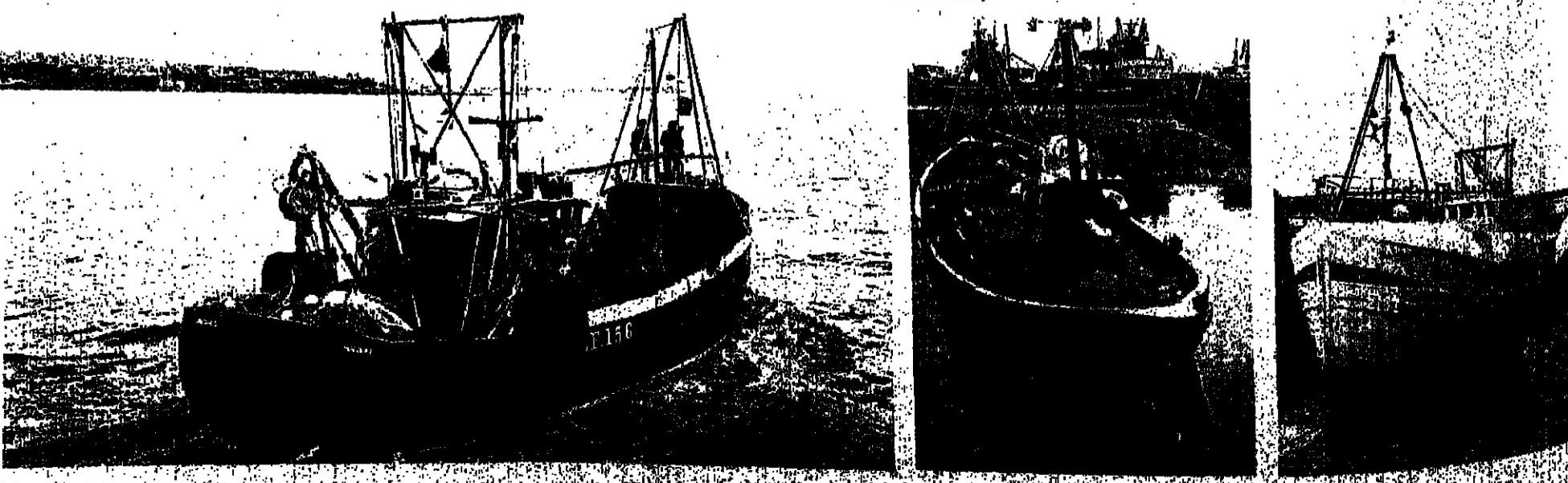
Repairing her nets.

region of 350 boxes of haddock and whiting.

Fishing is as good as it has been for a number of years, Skipper Mitchell said, but the fish are getting smaller.

Mizpah and one or two other seiners sometimes land at Peterhead but, for the last couple of years, they have come into Macduff. This is a bid to develop the market at home.

The cruiser-sterned *Mizpah*, built by George Thomson, Below: The five-year-old *Antares* is skippered by William Watt. The boat, powered by a 230 bhp Gardner diesel, has had an exceptional autumn cod season.



BRING YOUR CHARTS UP TO DATE



About 14 boats are owned by the firm which also runs a chandlery store. The family ran the local boatbuilding and engineering yard, but this was taken over by new owners about ten years ago.

The Banffshire Fish Sales Co. was opened in 1974 as part of the Aberdeen Jct. Wood Group's move into shore fishing.

The majority of the nine vessels working through this office fish out of Peterhead off the west coast.

Peter and J. Johnstone, now a subsidiary of J. Marr (Aberdeen), has had an office in Macduff for many years.

J. Marr & Sons was set up about eight years ago by ex-skipper James Marr and his son, James Jnr. It handles about this locally-based boats including the seiners *Discord* and *Mizpah* which fish under James Jnr's two brothers, John and Robert.

Only a handful of major wholesalers attend the fish market, including John Bouton of Macduff and Herbert Cox of Aberdeen and Buckie.

Some small merchants take three or four boxes to local outlets, but there are indications that the buying power will become stronger.

Skipper John Watt said that about 10 boxes of mixed fish a day is a fair shot for these older seiners.

There are four firms of fishsalesmen in Macduff. Alexander Paterson is approaching its centenary and the present three partners are the third generation of the family to run the business.

Another inshore seiner is the 45 ft. cruiser-sterned *Kimberley* which was built near Yarmouth in 1948. Her equipment includes a 114 hp

Gardner engine, mechanical winch and pedestal power block. She uses nine coils of rope per side.

Skipper Stanley Lyon said that about 10 boxes of mixed fish a day is a fair shot for these older seiners.

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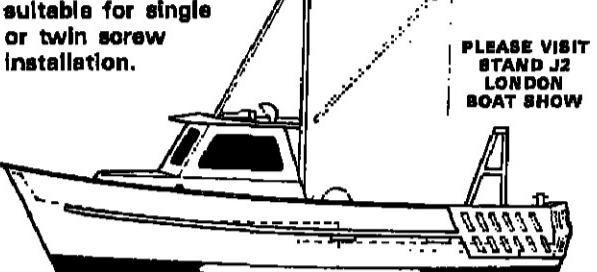
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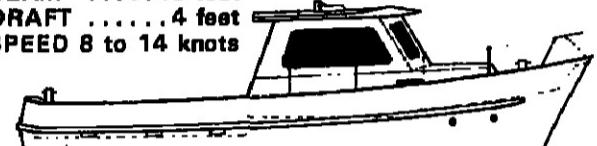
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MACDUFF

From page 20
owing to the addition of the sturdy bobbin trawlers.

Those skippers who held on during the mid-1970s slump have now been rewarded by better catches and prices.

Provided that there is plenty of fish in the Moray Firth — and prices stay up — they would prefer to work from home rather than from other ports.

Macduff is the base for some well known firms associated with the fishing industry.

For many years Macduff Engineering Co., run by the Paterson family, built traditional cruiser-stermed wooden seiners for the local fleet and elsewhere.

When seine netting was introduced to the Moray Firth in the 1920s, the late Clem Paterson invented an efficient and robust seine net winch which could be driven from the boat's main engine.

In 1965 the firm was taken over by Banff boatbuilders, J. Watt and Sons, and it now operates under the name of Macduff Boat Building and Engineering Co. Ltd.

It has the happy knack of keeping a busy order book and has launched as many as eight vessels in one year.

A new 120 ft. shed was built about four years ago and the engineering works has been modernised this year.

Generally the firm builds vessels in the 50 to 75 ft. size range, the majority being for the Scottish fleet although several have gone to other parts of the British Isles.

In the early 1970s four larger boats — the 78 ft. seiner-trawlers *Starella*, *Rival*, *Tarradale II* and *Catvaldo* (now *Thermopylae*) were built for Peterhead.

The Dauntless Marine Engineering and Supply Co. Ltd., based at Banff, has a high reputation for the winches it has been making since 1964.

The firm fits winches regularly and always has marine repair work on hand. It is also service depot for Reintjes gearboxes and Deutz marine engines.

One of the firm's directors, Mr. Kennedy, worked as an engineer on fishing vessels and so he has first-hand knowledge of the needs of the industry. Last year a new seine winch was made for Skipper William Campbell's 85 ft. seiner *Ajax*.

The seine barrels have a large diameter of 20 in. to cut rope wear and the winch has a strength of 100 tons.



Above: full length aluminium deck shelter being fitted to the Portnockie trawler *Courier* by the Macduff Boat Building and Engineering Co.

Left: part of a GRP deck shelter being made in Macduff Glassfibre's workshop. This one will go aboard the Whitehills boat *Onward*.

by laminating the GRP over a stout aluminium framework which is glassed over so that it becomes an integral part of the structure and will not corrode.

The aluminium is taken to the boats to be shaped and is then laminated in the workshop so that boats are not held up in port while the shelter is being made.

Strength is combined with lightness. A shelter measuring 22 ft. by 18 ft. made for the Whitehills seiner *Onward* weighed only 26 cwt.

Larger vessels fitted with the shelters include the Peterhead seiners *Daisy*, *Graceful*, *Rival*, *Duthies II* and *Fidelia*. The firm also makes GRP whalebacks and has fitted one to *Onward*.

Fishrooms have been lined with GRP so that they can be cleaned more easily when vessels have been carrying bulk catches.

The firm has lined the fishrooms on a sub-contract basis for several vessels built by J. and G. Forbes and Co. of Sandhaven.

Slipway

In addition to its GRP work, Macduff Glassfibre is to diversify into aluminium fabrication. Works manager, Mr. J. Swales, says orders have been placed for six aluminium deck shelters and two whalebacks.

Deck shelters will go to *Tarradale II* and *Westerdale*, while a whaleback will go to *Ocean Dawn* of Macduff.

Macduff Ice Ltd., owned jointly by a number of local merchants and fishermen, became operational in the late 1960s. Its Hallmark refrigeration plant, with two ice makers, can produce one-ton of flake ice per hour.

Macduff's slipway, like the harbour, is now owned by Grampian Regional Council. During the year April 1976 to March 1977, 237 vessels were slipped.

Seven boats can occupy the side berths and another can be hauled on to the centre line.

Boats from as far away as Scarborough have come to Macduff for repair and overhaul.

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WICK: smaller fleet packs bigger punch

THE FLEET at Wick — one of the most northerly ports on the Scottish mainland — now has greater catching power and sea range than five years ago despite a drop in vessel numbers.

The port is the busiest in the Wick fishery district and the base for one of Scotland's top-earning seiners, Skipper Norris Bremner's *Boy Andrew I*.

Wick has a fleet of 23 white fish boats composed largely of older vessels in the 50 to 70ft. size range.

Financial help from the Highlands and Islands Development Board has enabled ten skippers to buy larger and more modern secondhand boats. In addition, three new vessels have joined the fleet during the last three or four years.

The majority of boats are in quite a sound financial position as the better prices of recent months have come into force.

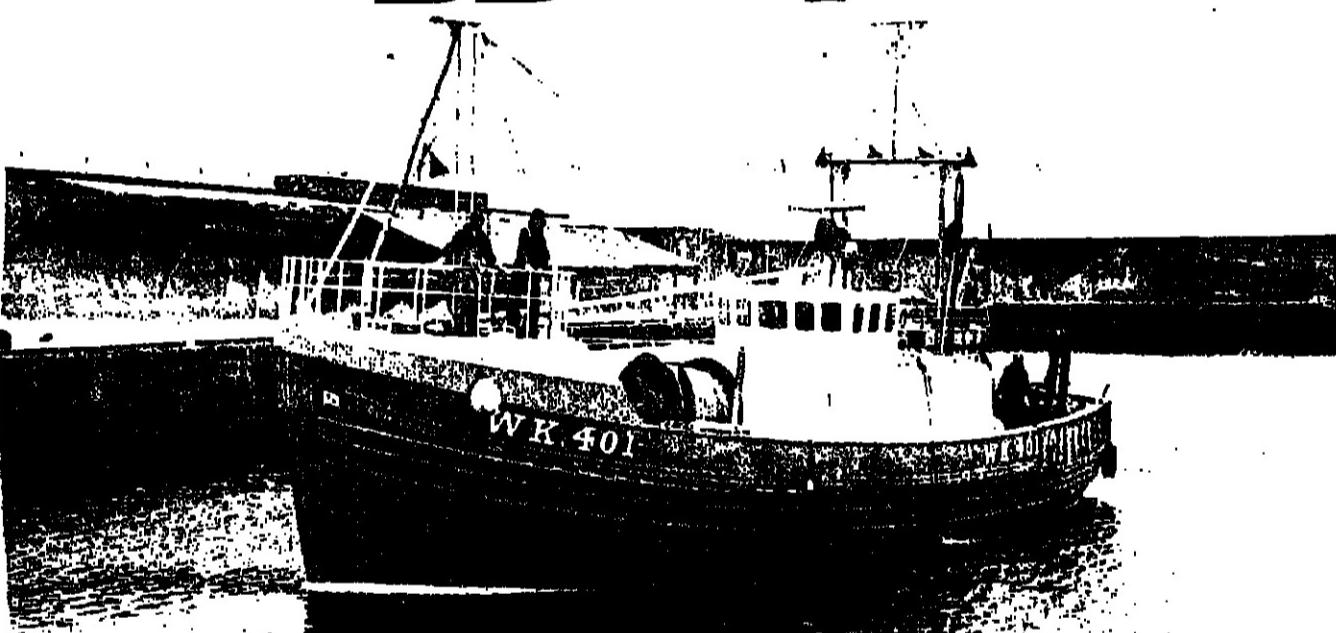
Moves are underway to strengthen the port's fishing industry further. Loans have been approved by the Highlands and Islands Development Board to buy another two secondhand boats, while a fish merchant is setting up processing facilities which will increase local buying power.

Almost all the white fish boats owned at Wick concentrate on seine netting all-year round. Only two or three turn to light trawling in winter.

Some of the larger and more modern boats make trips as far afield as the Bergen Bank and the Bressay, frequently landing their catches in Peterhead.

This 'tripping' is a fairly new departure for Wick seiners. They find it more lucrative to take catches of more than 200 boxes into Peterhead if their own market is already well supplied.

Most well known among the 'trippers' is Skipper Norris' Bremner's high-earning *Boy Andrew I*. Last year she realised £228,000 — a remarkable figure for a vessel only 71ft. long.



Built in 1973 by George Thomson and Son of Buckie, the wooden-hulled *Boy Andrew I* is equipped with a Caterpillar engine and was recently fitted with Fishing Hydraulics rope storage reels.

The newest boat in the Wick fleet is the 65ft. *Quo Vadis*, built at the Thomson

yard in 1975 for Skipper George Donn. During the spring and summer she often works on the Bressay and lands at Peterhead.

Skipper Donn said that prices are generally higher at Hydraulics rope storage reels.

The newest boat in the Wick fleet is the 65ft. *Quo Vadis*, built at the Thomson

Above: One of Wick's problems is the harbour entrance. It sits up badly and so can often only be used around high tide. A dredger is now one year overdue.

has also landed at Peterhead on occasions.

One of the port's youngest skippers, 21-year-old Ronald Sutherland, recently bought the former Shetland vessel *Zephyr* and renamed her *Astra*. The 18-year-old, 65ft. boat works the Bressay ground and also as far south as the 'Jungle'. She has landed in Buckie and Peterhead as well as Wick.

One of the newer secondhand boats, the 70ft. *Crusader* under Skipper Donald MacKay, fishes to the Bressay for much of the time and lands at Peterhead.

Crusader was built as *Prevail* at the Rattray-Yarrow yard in Peterhead for Fifth of Firth owners and was later sold to Burghead and renamed *Defiance*.

Hard core

In all about 16 boats fish local waters regularly. Among those are three or four fairly modern secondhand vessels in the 60 to 70ft. size range, the largest being the 70ft. *Rosemary* built by Herd and Mackenzie in 1960 for Lossiemouth owners. She is now owned by Skipper Hugh Calder.

There is also a hard core of older boats in the 50ft. range, varying in age from 20 to 30 years.

Most elderly of these is *Arden* built by Rankie of Anstruther in 1934 and powered by a Gardner 60 hp engine.

Owned by Skipper John Malcolm, Arden has just undergone her D.O.T. safety

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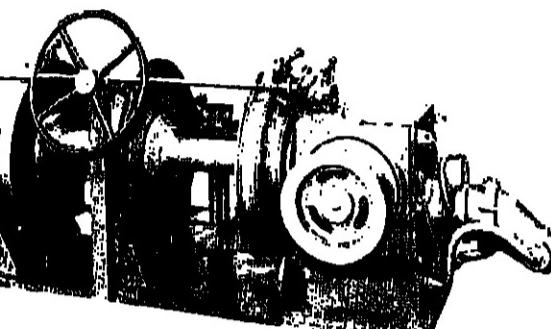
When *Fishing News* recently visited Wick *Quo Vadis*, this 65-footer, built in 1975 by George Thomson of Buckie, is skippered by George Donn.

The other new boat in the fleet, the 56ft. *Heather Ann I* built by Thomson in 1973 for Skipper Alastair Mackenzie,

Continued overleaf

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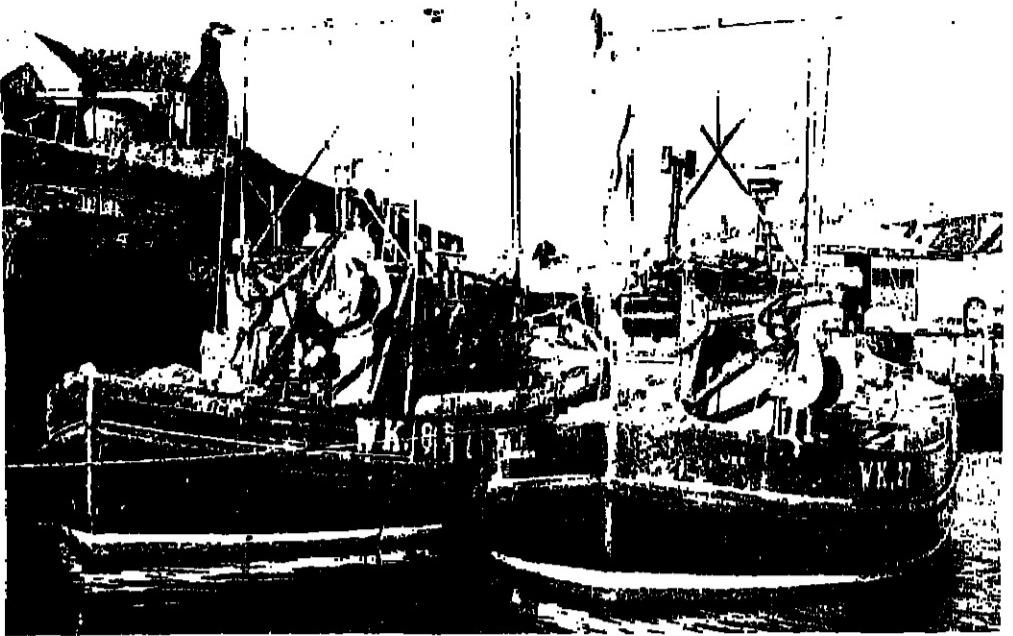
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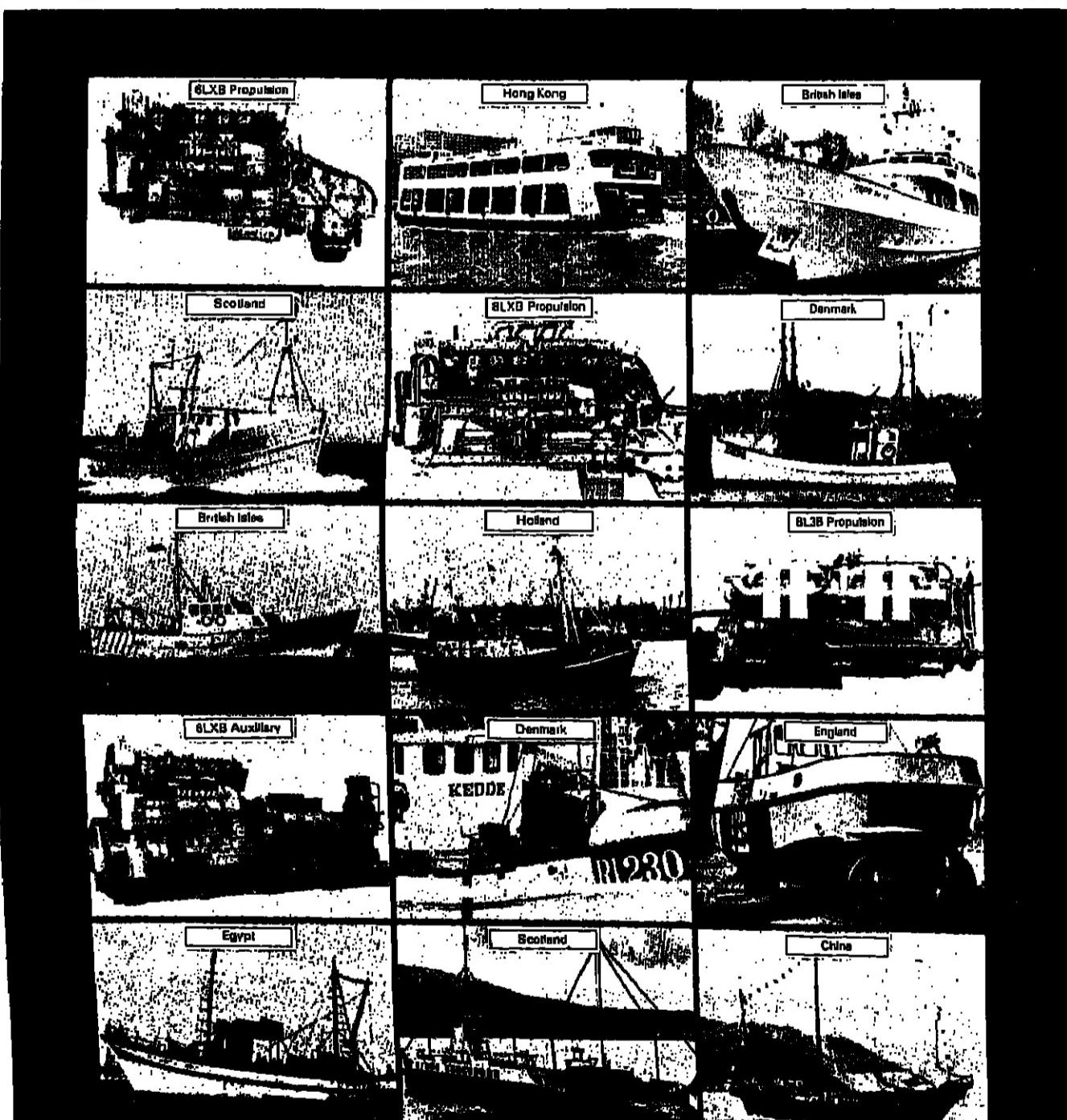
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WICK

From page 24



Two of Wick's older boats: *Day Star* (left) and *Morning Star*. Skipper William Smith's *Day Star* was built at Fraserburgh in 1955, while *Morning Star* (Skipper Donald Plowman) came from St. Monans one year earlier.



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The 80 ft. *Rosie's Wave Skiff*, Also Calder, is another of Wilson's fibres from Wick all year round. She was second-hand from Denmark, owned by a Danish who had recently been fitted with Gardner engines.

Continued on page 24

December 9, 1977

Scrabster, on the north coast of Caithness. One or two of the trawlers also work locally during the winter, *Quo Vadis* being one of the few vessels to switch to the light trawl.

Skipper Donn said that they work the plaice grounds along with the other boats, but the trawl can cover more ground than the seine net and some 30 to 40 boxes of plaice can be caught in one night.

A crewman of the 23-year-old seiner *Valhalla* said that fish are getting more scarce, but good prices more than compensate for this. He thought 30 boxes of haddock and whiting is a good daily catch for these older boats in the summer, but in the winter they can get about 20 boxes of plaice and five or six of haddock. At one time there was a big run of cod in the winter, but this has more or less died out.

For the last three months of the year the boats normally work near home hoping to find cod, although catches have been somewhat erratic for a number of years.

Catches are normally put ashore at Wick daily but, in bad weather, the boats will sometimes land in the more sheltered harbour of

Night

Plaice fishing is normally done at night when the boats use a heavier net for digging into the sand.

Valhalla is one of the few seiners which still carry a net specially rigged for fishing cod on hard ground. Called a 'dropper net', it is used with three of four coils of rope and is hauled back before it can lie on the bottom and be damaged.

Quite a lot of the boats use seine nets made by David John of Keiss. The fishermen say these nets have a good name for their catching ability. Mr. John has also made nets for larger seiners in other ports.

Although good prices are giving the boats one of their best years ever, the Wick fishermen are worried about future haddock fishing restrictions.

One skipper said that Wick boats enjoy their biggest haddock fishing from July to October when the shoals come into the local waters.

If a strict quota is set, this may well be fished up before the haddock come into these local waters. The Wick fleet would then be finished.

Talk of haddock fishing being confined to the earlier part of the year is also a worry.

Another problem is the proposal by Mesa Petroleum to load oil directly onto tankers from its Beatrice Field in the Smiths Bank area. This could cause pollution and a tanker could even break adrift in heavy weather.

Fishermen would rather the oil be carried ashore by pipeline.

The entrance of Wick har-

bour also makes it difficult for the boats, particularly in SE wind. Often there can be good fishing weather out at sea but the boats can't get out of port.

The dredger, operated by Agriculture and Fisheries of Scotland, can increase the minimum depth to 8ft, but is almost one year overdue.

Wick Harbour Trust, which has owned and managed the harbour since 1873, would naturally like to see an approach made safer with a minimum depth of around 12ft. However, this would entail major and costly engineering work.

Another extraordinary problem has been the appearance of gribble worm in the harbour. Even some of the newer boats have been attacked and one vessel needed new planks at a cost of £1,000.

The slipway, which has recently been repaired, was in a bad way for some time. It may be that the boats have been vulnerable to gribble attack because they had not been slipped and allowed to dry-out sufficiently.

The slipway now has one crane in use and the two side berths should be repaired in the near future.

Two firms of fish salesmen handle the local fleet. John S. Duncan Ltd. was taken over by Aberdeen trawler owners, the John Wood Group, about six years ago as part of the firm's move into inshore fishing.

New premises, including a chandlery store, were opened in 1975. Some 21 boats are agented through the office, and the Wood Group has taken shares in one or two of the new and modernised vessels. The group also acquired the North of Scotland Ice Co., which can produce 12 tons of flake ice a day, and the fuel depot.

The other agent is Sandisons (Wick) Ltd. which handles fish selling and book-keeping for a number of vessels.

London

In all there are seven merchants buying fish from the Wick market. About half of them look chiefly for plaice, skate, brill and turbot to send by train to London, and by road to Scotland. The other merchants send haddock and whiting south to processors and markets by road transport overnight.

One buyer told *Fishing News* that prices paid at Wick can be as good as elsewhere and are particularly high for plaies and skates.

They can remain good even if 1,000 boxes are landed, he

December 9, 1977

said, but the somewhat erratic supply has discouraged merchants from expanding into processing.

Merchant M. Cowie and Son is, however, setting up facilities to fillet, freeze and pack white fish, herring and mackerel for UK and continental outlets.

In addition to buying locally the firm will also draw supplies from other Scottish ports. The processed fish will be despatched in hired refrigerated trucks.

James Cowie said that the new factory will employ ten people to start with.

As the firm will carry on sending unprocessed fish south, the new venture will increase the buying force on the local market.

One or two stranger boats are expected to land fish in response to the new venture.

The value of white fish landings at Wick just exceeded £1 million in 1976, so the port must be regarded as one of Scotland's smaller bases.

This year, landings are down in weight but up in value.

Up until the end of August some 30,614 cwt. of white fish was sold for £606,884, as against 38,010 cwt. valued at £591,291 during the same period in 1976.

Shipments of lobsters are also sent by ferry from Scrabster to Orkney for the Stromness firm of John Steer.

Scrabster is the base for creel boats up to 56ft long. One of these is the former Cornish vessel *Christian Joelle* which was bought by Skipper Ronald Alkenhead.

She uses 380 Cornish-type 'inkwell' creels, as her owner has found that these tend to catch larger lobsters than the traditional Scottish-type creel.

Shore-based firms at Wick include boatbuilder James McCaughey who set up business in 1968. Three years later his firm moved into a modern covered yard built with financial aid from the HEDB.

The firm is well known for its eye-sweet, clinker-built wooden creel vessels and it has also fitted out GRP hulls moulded by Halmatic (Scotland) Ltd.

Now it has entered into steel construction and has delivered the 80ft creel and line boat *Vidago* to her owners, Murray Smith and son.

The boat, based at Lybster, was designed by Glasgow naval architect Mr. A. Mylne. James McCaughey told *Fishing News* that this type of

boat is a member of the Young's Group, collects crabs from Scrabster to John O'Groats and south to Lybster.

Whereas a year ago there

was a poor market for crabs, Highland Seafoods is now giving the fishermen in the

Shellfish

Landings of seine net fish in Scrabster by the end of August this year amounted to 9,821 cwt. worth £159,559,

showing a 7.7 per cent increase in weight and a 60.6 per cent rise in value over the same period in 1976.

Although Wick is chiefly a white fish port, the Wick fishery district includes several shellfish ports which are having quite a revival.

Crab fishing for crabs has been stimulated by the opening earlier this year of Highland Seafoods' new processing factory at Inverharvie, Kincardineshire.

The firm, a member of the Young's Group, collects crabs from Scrabster to John O'Groats and south to Lybster.

Whereas a year ago there

was a poor market for crabs, Highland Seafoods is now giving the fishermen in the

area a better price for their catch.

Continued on page 24



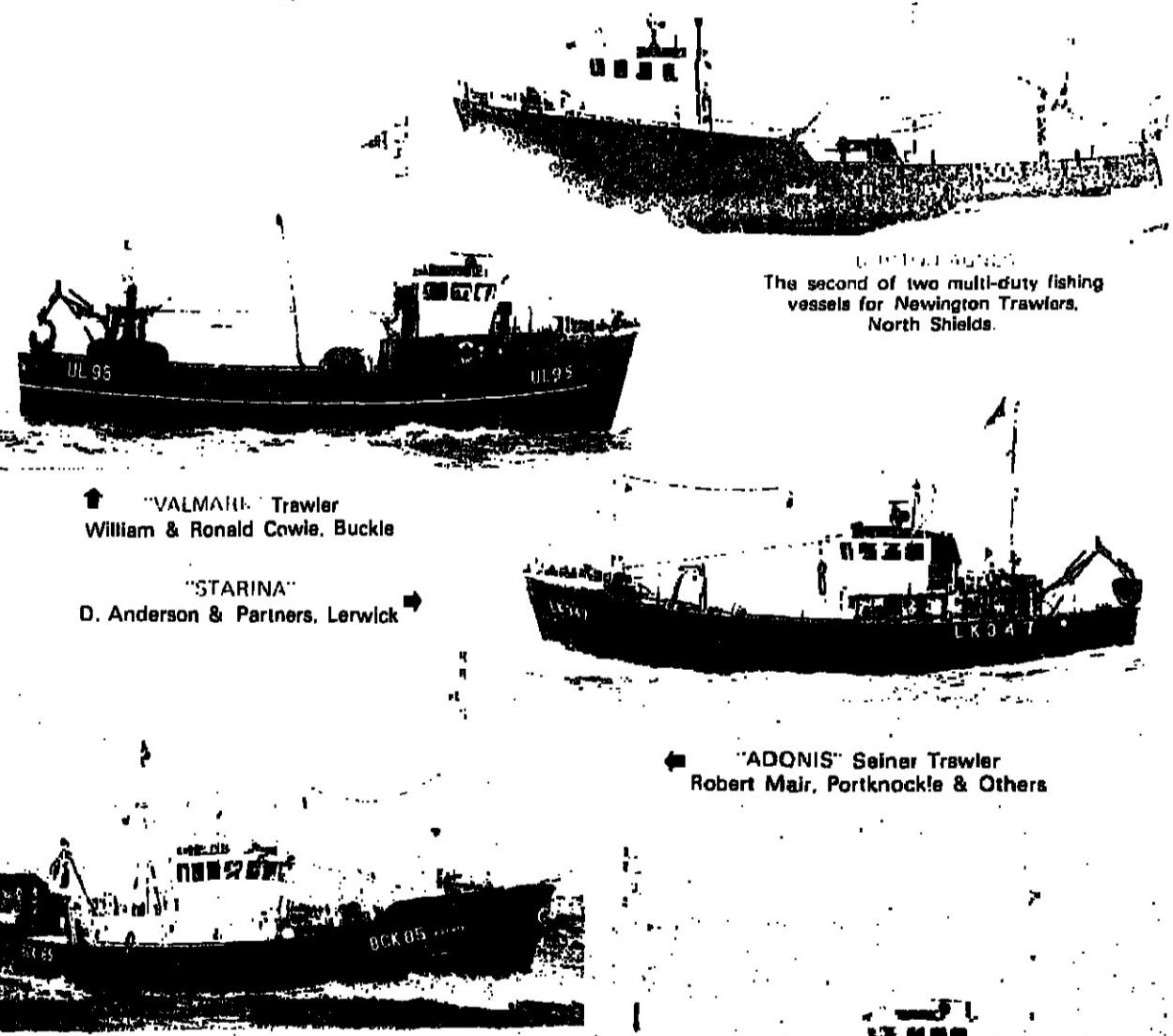
Left: The top-earning 71-footer *Boy Andrew I* as she went into service in 1973. Skipper Norris Bremner earned £225,000 with her last year.



Above: *Rosemary*, a 70-footer, fishes from Wick all-year round. She was bought secondhand from Losalmonth and is skippered by Hugh Calder.

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FIXED-PRICE 'TRIUMPH' BY McTAY

SKIPPER IAN MURRAY is now seine netting from Aberdeen with his new 76 ft. steel vessel *Ocean Triumph II* which was built in just 31 weeks. Along with several other privately-owned vessels on order from Scottish yards, she is working through the new Aberdeen Inshore Fishelling Co. agency.

Ocean Triumph II was built on Merseyside at the Bromborough yard of McTay Marine Ltd. Final fitting out work was handled at St. Monans, Fife, by the centuries old boatbuilding firm of James N. Miller and Sons Ltd. — now a member of the McTay group.

She is the fifth fishing vessel to come from the Miller/McTay partnership, the first four having been ordered from Miller based on steel hulls built by McTay under sub-contract.

Designed by the director of the Miller yard, James T. N. Miller, the four vessels are the 80 ft. sister-ships *Sharon II* and *Ocean Herald II*, built for George Moodie and Sons of Port Seton and Skipper John McBain of Pittenweem, and the 74 ft. boats *Fisher Rose* and *Adelphi* owned by Skipper Robert Clark of Musselburgh and Skipper Peter Murray of Anstruther.

With her wheelhouse set on the after end of the deckhouse, *Adelphi* is one of the more unusual vessels in the Scottish fleet. However, as with the two 74-footers, she has a box keel which bears the weight when the vessel is put on a slipway or dries out in a tidal harbour.

Ocean Triumph II cost just over £350,000 and has an overall length of 76 ft. 9 in., moulded beam of 22 ft., moulded depth of 11 ft. 8 in. and draft aft, 11 ft. 3 in. She has three watertight bulkheads and is sub-divided from forward into fore peak, *Continued overleaf*

Mounted aft of *Ocean Triumph II*'s wheelhouse is her Rapp 24 in. power block, which is hung on a Hiab crane.



hand or on order for both the UK and overseas.

McTay took over the Miller yard following the completion of *Adelphi* and put in a new £100,000 slipway to provide the St. Monans area with a much-needed boat repair facility.

Vessels on order from McTay include a 115 ft. stern trawler for Faroese owners and an 83 ft. trawler and long liner for Newlyn, Cornwall, skipper. An order for an 80 ft. dual-purpose vessel for Skipper Robert Clark of Musselburgh has also just been finalised.

The offer of vessels at a fixed price and the guarantee of delivery dates has taken McTay well to the fore in fishing vessel building. The firm is now geared-up to build any type of boat best suited to the future needs of the fishing industry.

Safety

Ocean Triumph II, for Skipper Murray of Pittenweem, is one of the first steel boats to be built throughout to the Department of Trade's Fishing Vessel (Safety Provisions) Rules.

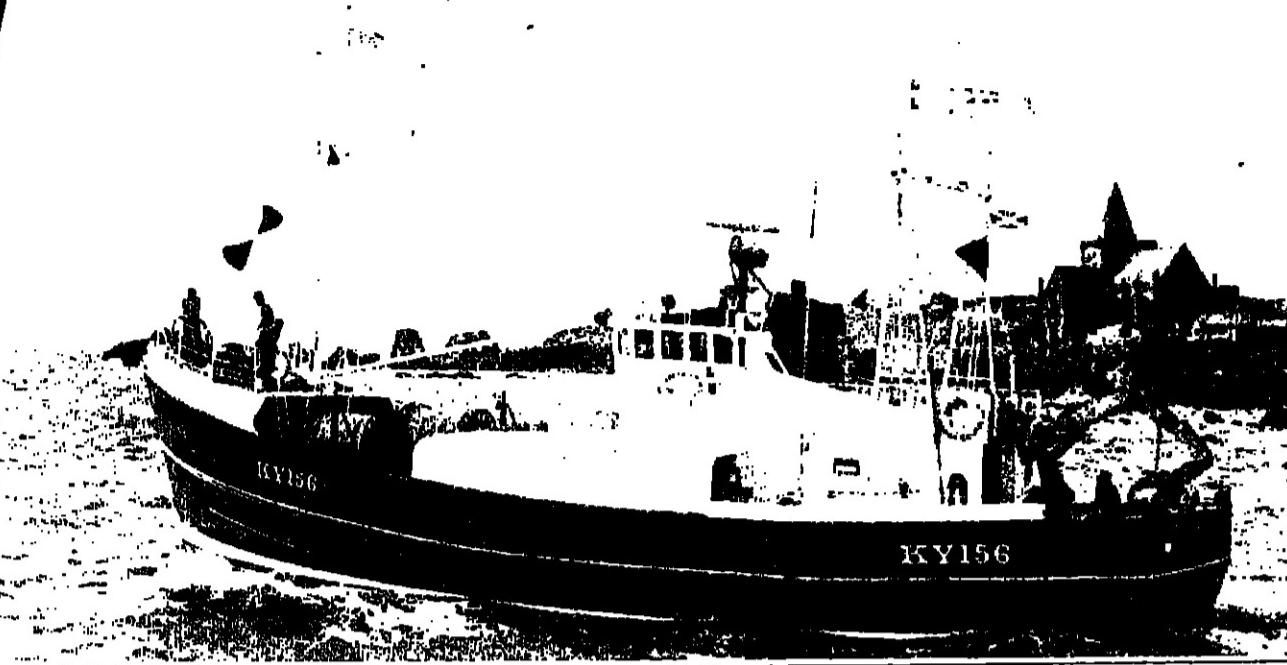
She was designed by James T. N. Miller and is of similar hull form to *Fisher Rose* and *Adelphi*, with a transom stern and round bilges. Unlike them, she does not have a knuckle feature in the lines of the bow and does not carry water ballast tanks.

However, as with the two 74-footers, she has a box keel which bears the weight when the vessel is put on a slipway or dries out in a tidal harbour.

McTay built a £300,000 shipyard at Bromborough, on a 4.6 acre site, as work on the hulls of *Fisher Rose* and *Adelphi* progressed. The new shed was erected around them.

McTay is now one of the most dynamic new shipbuilding yards in Britain with a number of fishing vessels in

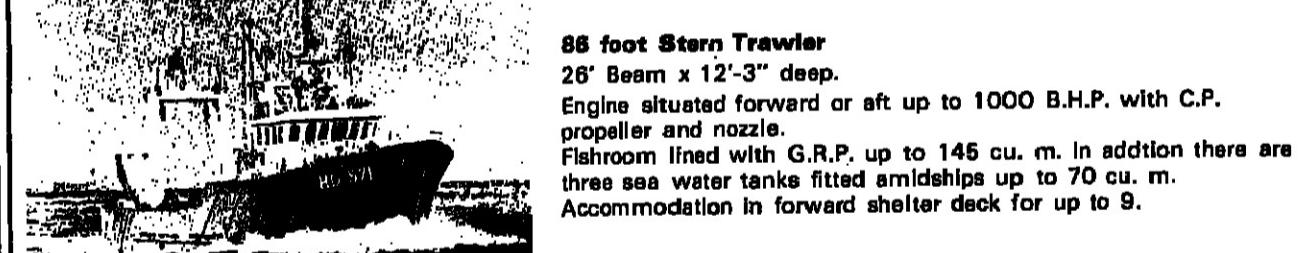
Below: the 78-footer *Ocean Triumph II* on trials. Skipper Ian Murray's McTay/Miller built steel-hulled seiner works from Aberdeen and is similar in hull form to *Fisher Rose* and *Adelphi*, two previous boats from the same yards.



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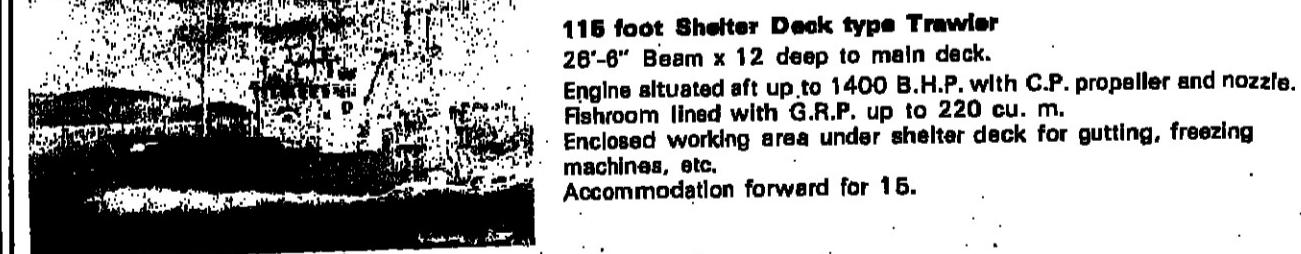
100 foot Stern Trawler
27'-9" Beam x 14'-3" deep

Design allows full size fishing gear to be used. Engines positioned forward or aft up to 1400 B.H.P. Can be fitted together with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 220 cu. m. Conventional gutting room situated below deck aft. Accommodation in forward shelter deck for up to 14.



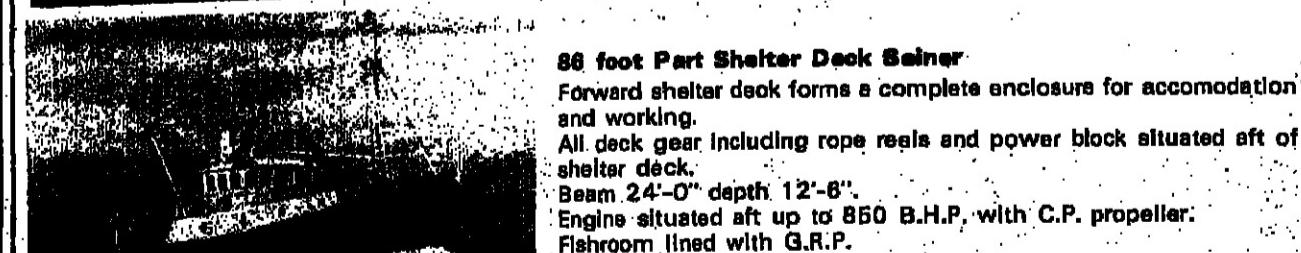
88 foot Stern Trawler

26' Beam x 12'-3" deep. Engine situated forward or aft up to 1000 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 145 cu. m. In addition there are three sea water tanks fitted amidships up to 70 cu. m. Accommodation in forward shelter deck for up to 9.



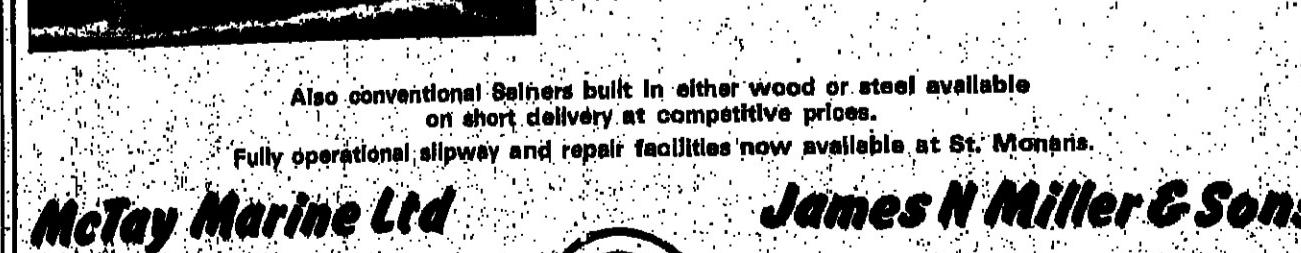
115 foot Shelter Deck type Trawler

26'-8" Beam x 12 deep to main deck. Engine situated aft up to 1400 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 220 cu. m. Enclosed working area under shelter deck for gutting, freezing machines, etc. Accommodation forward for 15.



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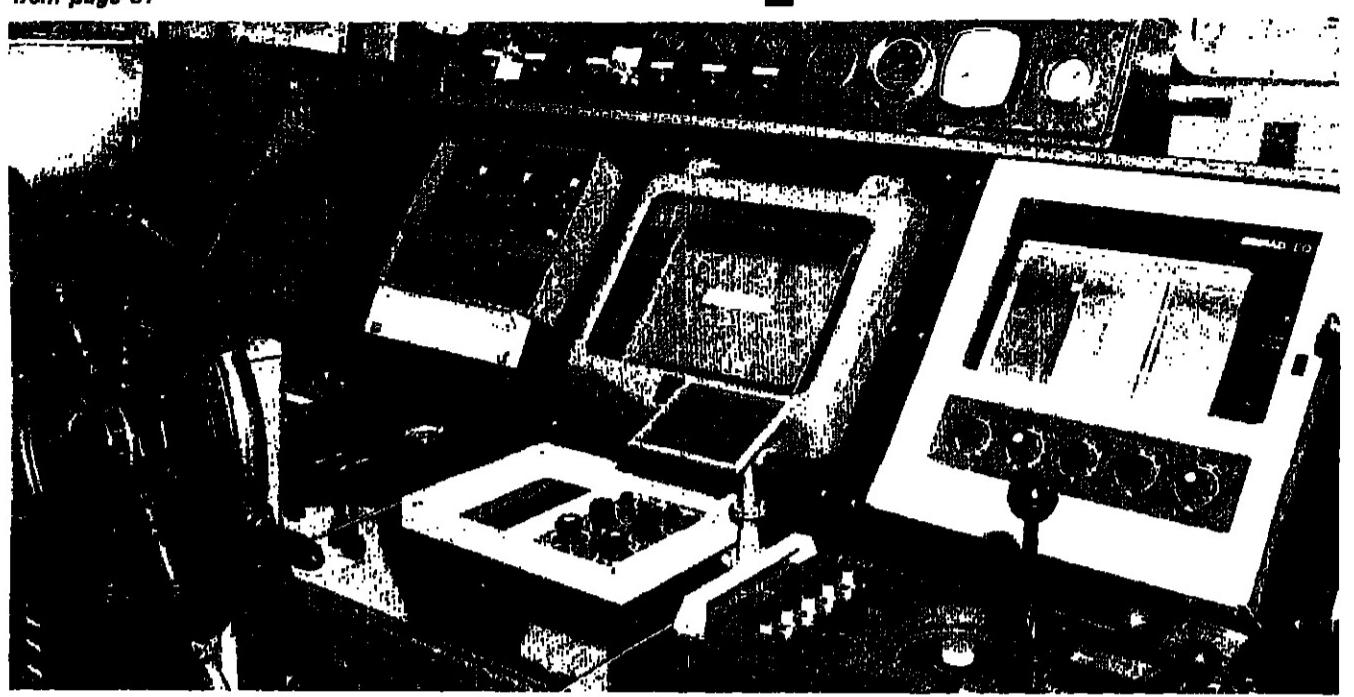
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JAMES N MILLER & SONS

Ocean Triumph II

from page 31



Below: Ocean Triumph II's extensive electronic equipment is arranged on a console in the wheelhouse. She relies on Simrad fish finders supplied by Decca.

fishroom, engineerom and cabin. Tonnage under Part IV Registry is just short of 50, but the large fishroom enables her to carry at least 600 boxes of fish.

Ocean Triumph II is of traditional Scottish layout, with the deckhouse aft, and is equipped for soining and trawling. She will concentrate on seine netting for the time being.

A number of features which have been developed by Scottish seine net skippers in recent years, including rope storage reels and a deck shelter, are incorporated in the vessel's layout.

Caledonian Engines Ltd. supplied her Caterpillar D379 propulsion engine which develops 565 bhp at 1,225 rpm. It is coupled to a four-bladed FAL fixed pitch-propeller through a Caterpillar 3.95:1 reduction and reverse gearbox and Fleetwood sterngear.

A 28 kW 110V McIure d.c. generator, 125 amp ACG115 Transmotor 24V generator and the standby hydraulic pump for the rope reels and power block are driven from the main engine.

Pelican Engineering Co. (Sales) Ltd. assembled the auxiliary generating set which is based on a hand and electric start Gardner 4LW engine giving 127 bhp at 1,500 rpm.

Direct

The Dowty variable delivery hydraulic pump for the winch is driven off the fore end through a Twin Disc clutch, while the Vickers hydraulic pump unit for the rope reels and power block is belt-driven from a pulley between the clutch and Duvy pump.

A 28 kW 110V McIure generator is powered by direct drive off the after end of the auxiliary engine, while a clutched Desmi bilge and general service pump and a Transmotor 24V generator are belt-driven from pulleys between the engine and McIure generator.

Electrically-driven equipment in the engineerom includes Carco ventilation fans, a Desmi bilge and general service pump, the steering gear pump and Godwin domestic fresh water and seawater pressure sets.

A small electric pump empties the engine and gearbox lube oil sumps to sea.

December 8, 1977
regularly in the interests of better engine maintenance.

The deckhead in the engineerom is insulated with aluminium to cut engine noise in the deckhouse down to a minimum.

Marine asbestos board also covers the after side of the bulkhead between engineerom and cabin, and also the cabin sole.

Westland Electrical Ltd. of Bromborough designed, manufactured and installed the electrical system, with the Fife firm of R. R. Bett and Son being involved on a subcontract basis.

Alarms

All the wiring conforms with Lloyd's standards and the equipment works through two main 24V and 110V switchboards which are sited against the forward bulkhead in the engineerom; they incorporate all the alarms.

Fuel tanks with capacity for 4,000 gallons are carried in the engineerom, and there are tanks for the clean and dirty lube oil. Seetrue fuel oil contents gauges are fitted.

Installed on deck forward, in the shelter of the whaleback, is a Mastra Mk. II seine and trawl winch from the Northern Tool and Engineering Co. of Arbroath.

It is driven by a Duvatec hydraulic motor and, although the trawl drums are not carried at present, provision is made for fitting them in a fore-aft position on the after side of the seine barrels.

Fishing Hydraulics (Scotland) Ltd. supplied the two-drum system of rope storage reels which each have capacity for 17 coils of 3in. rope.

Hydraulic brakes for the reels are located below the whaleback and all other controls are fitted in the wheelhouse. Hydraulic pipes leading to the deck machinery forward run along the inside of the bulkhead, rather than through the fishroom.

A Beccles No. 2 rope coiler for standby use is fitted right forward and a Rapp 24 in. power block is hung on a Habb Speedloader crane aft of the deckhouse. Both the block and crane were supplied by Fishing Hydraulics.

Seine rope leads and rollers are from Titan Marine

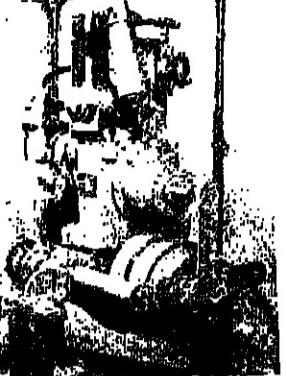
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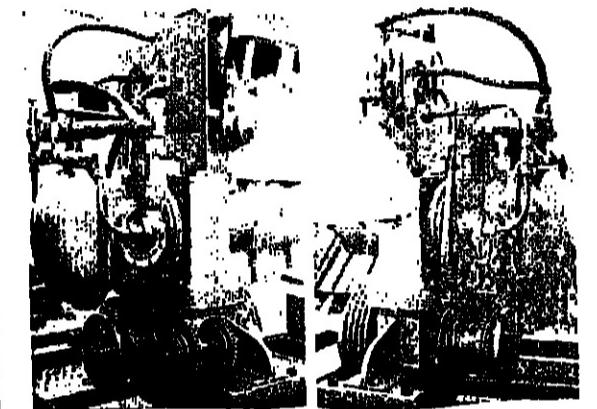
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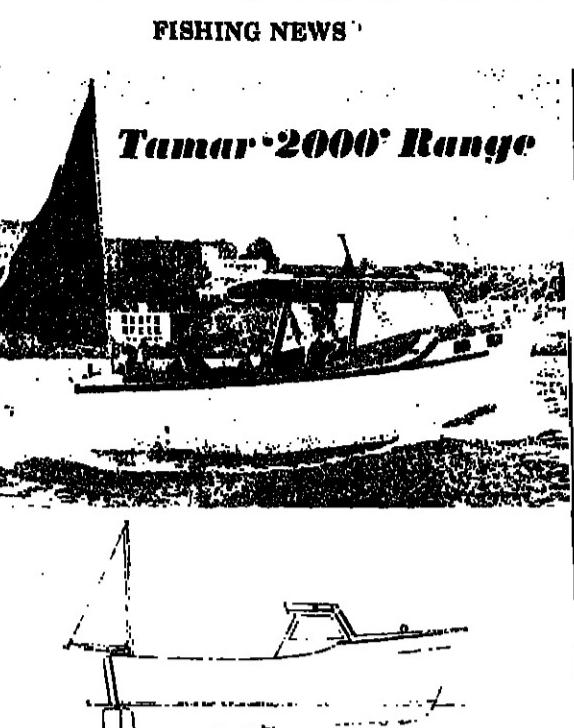


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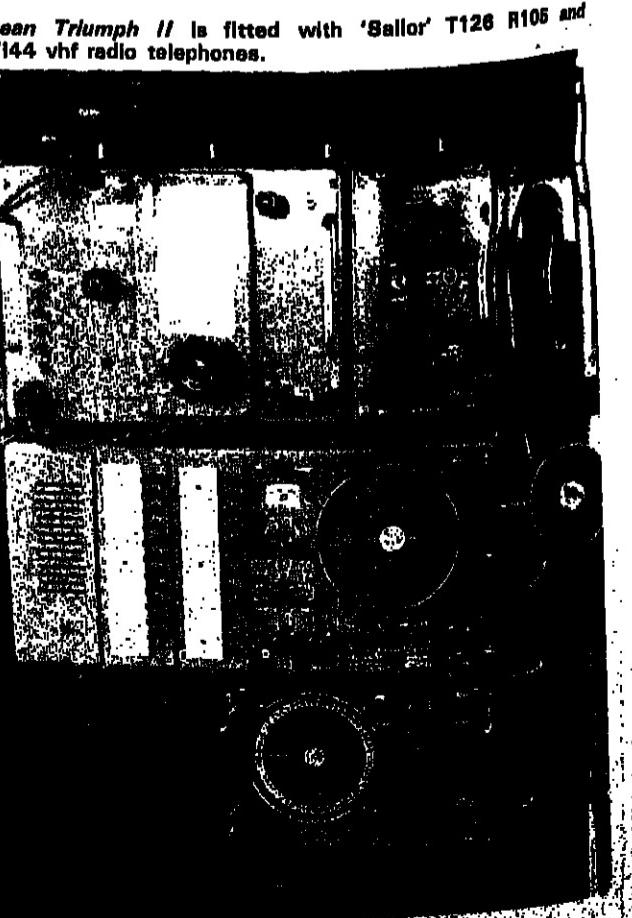
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Ocean Triumph II

From page 32

Supplies of Peterhead, while provision is made for fitting sponson-type trawl gallows at the quarters.

A feature specially developed by McTay these comprise heavy steel tube mounted on a seating which is carried down into the bottom of the vessel to provide a very strong structure.

They are mounted just inboard of the bulwarks so that the trawl doors can be stowed in the usual manner; each post is fitted with a towing block.

Comings

Ocean Triumph II's wheelhouse, deck shelter, foremast and landing derrick are of aluminium and the whaleback, seine derricks and the remainder of the deckhouse are of steel.

All hatches have steel comings and aluminium covers, and the main deck is sheathed with pressure-treated Douglas fir. Cosalt fish washing tanks are located below the deck shelter.

Chamit rubber-cased floodlights are housed on the superstructure, and small windows are fitted in the top of the deck shelter. Gilson blocks are by Ansell Jones.

The fishroom, with a capacity of 90 cu. m., has a wooden floor and is insulated on sides, deckhead and bulkheads with 5 in. of injected foam behind a GRP laminate which was supplied by the firm of New Hailes Plastics.

Stanchions are of aluminium and there are aluminium pond boards in way of the three steel ice lockers. There are wooden ones elsewhere. Fish can be carried in bulk or boxes and the fishroom is served by a single hatch.

Intercom

Electronic equipment in the wheelhouse was supplied by Decca. Fish finding aids comprise Simrad EQ echo sounder, CI Echo Scope and MC Scale Expander and Storage Unit.

Communications and navigation equipment includes "Sailor" T126, R108, R/T, "Sailor" RT144 vhf R/T and R104 Receiver, Simrad RW Watch receiver, Audix Intercom system, two Decca Mk. 21 Navigators and Decca DR450 Autopilot, 360T Track Plotter, RM914A radar and 050 secondary radar.

One Decca Navigator runs from the 110V supply and the other from the 24V electrical supply.

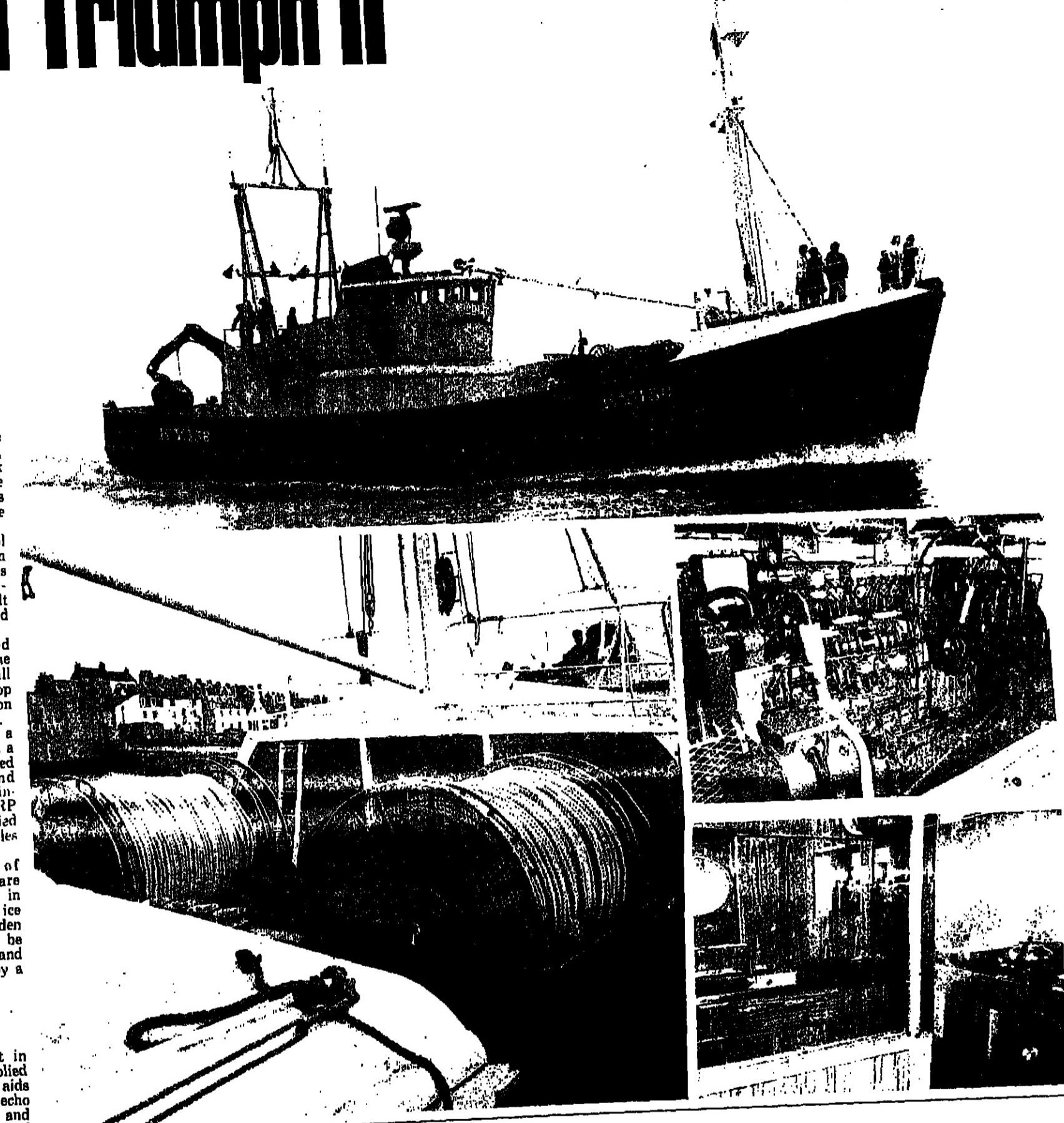
Other equipment in the boat's wheelhouse includes Morse engine and winch controls, Wynnstruments blade-type window wiper, Fiamm horn and Tenford hand and power hydraulic steering gear, type H 115 ESG.

Doors

Marine rubber ring matting is laid in the wheelhouse and a Francis searchlight is carried on the wheelhouse top.

In the deckhouse Dreadnaught A60 self-closing safety doors are fitted to the galley and at the entrance to the engine room.

A Kempfase electric cooker and Mylec 24V fridges are



A new family of stern trawlers from Campbeltown

Campbeltown Shipyard have recently completed this new 87-foot stern trawler for a Faroese partnership, incorporating many new design features. Since building began on this vessel Faroese skippers have ordered three more to the same design. These will be the first of a new line of potential winners which could prove no less successful than the famous Campbeltown range of salmon/pair trawlers — the choice of top skippers in the UK.

Top: *Ocean Triumph II* on trials. Above: The shelter is fitted with Fishing Hydraulics rope storage reels. Above right: The boat's Gardner generating set was supplied by Pelican Engineering Co. (Sales) Ltd.

Audix Intercom system, two Decca Mk. 21 Navigators and Decca DR450 Autopilot, 360T Track Plotter, RM914A radar and 050 secondary radar.

fitted in the galley, located in the forward end of the deckhouse, which also contains seating and a mess table.

Other facilities in the deckhouse include oilskin locker, w.c., hand basin for washing and shower.

Bunks for eight are arranged in the cabin below deck aft. A low flame-spread laminate lining the accommodation, in accordance with the new safety rules, and a Tec-Aid fire detection system is wired in the accommodation and engineer room.

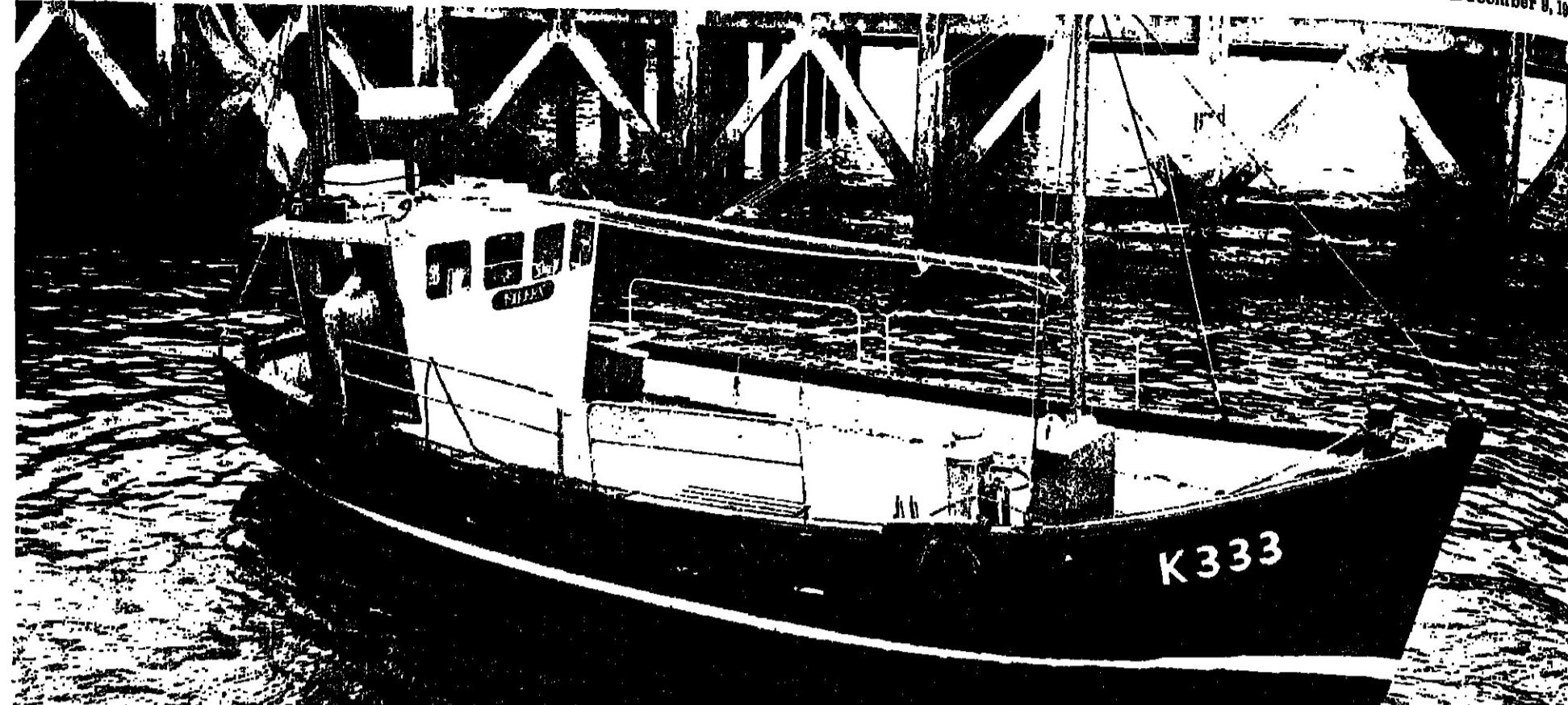
Lighting can work off the 24V or the 110V supply, but Duracell batteries are carried as well.

Airmax fans ventilate the accommodation and electric heaters are fitted.

All the steelwork in the vessel is protected by Metalife, corrosion protective compositions and paints.

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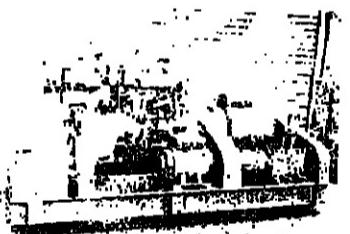
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December 8, 1977

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EXAMPLES OF CUSTOM BUILT RANGE



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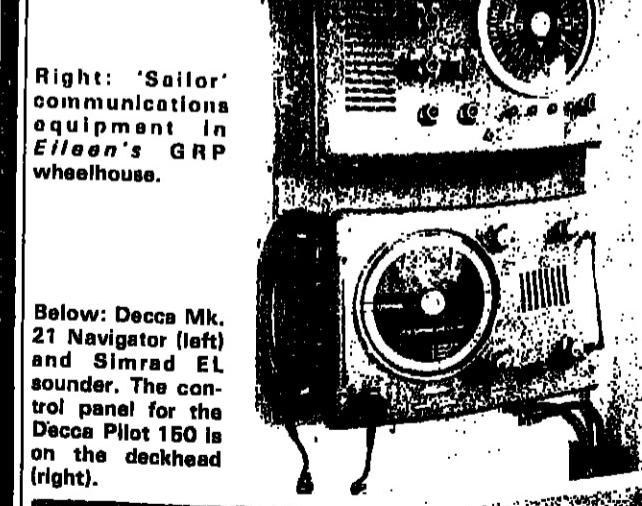
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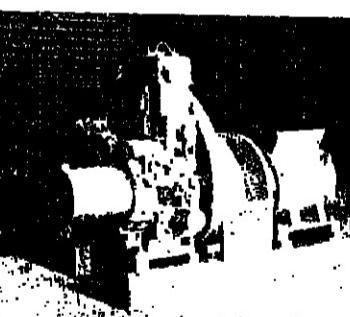
Marine Aux. Set comprising HRW3MA Heat Exchanger Cooled Lister Diesel Engine 37½ b.h.p. at 1,800 r.p.m., Transmotor ACG 500, 110 volt DC, 12.8 KW output Generator. Desmi SABO Bilge Pump, Pulleys for Hydraulics Pump and Battery Charging Alternator Drives.



Above: The boat will be laying up to 250 of these south coast-type pots in strings of 25.



Below: Decca Mk. 21 Navigator (left) and Simrad EL sounder. The control panel for the Decca Pilot 150 is on the deckhead (right).



Marine Aux. Set comprising Lister HRW3MA Diesel Engine 37½ b.h.p. at 1,800 r.p.m., Hugh J. Scott 18 KW 110 volt DC, Gen. Lucas CAV AC 80 Alternator, Gilbert Gilkes & Gordon 300/375 BP Series 'M' Pump, Vickers Twin Pump for Emergency Net Retrieve and Fish Unloading.

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December 9, 1977

Orkney's 'south coast' potter



Above: Former English south coast fisherman Don Temple and his son, Jeffrey, who are working *Eileen* from Stromness. They will sell catches to a local processing plant.

Above: *Eileen*'s PNP Duerr one-ton pot hauler is mounted forward, with steering and engine controls in the console. *Eileen*'s catch will be carried on deck and there is no hold.

FISHGRAPH K

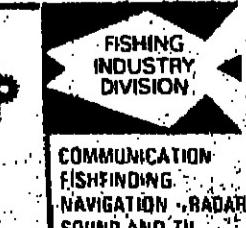
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THE WOODEN-HULLED trawler *Shenick*, completed by J. and G. Forbes and Co. of Sandhaven near Fraserburgh, is the first boat built in the UK to be powered by an ABC diesel. She is being skippered by Tom Ferguson of Skerries, Dublin.

Shenick ran trials in very nasty weather in mid-November and then tried out her fishing gear for a few days in the Fraserburgh area before sailing for her home port last week.

Equipped for bottom and mid-water trawling, *Shenick* is expected to start her career fishing for sprats off the south coast of Ireland using a Norsenet sprat and mackerel mid-water trawl.

She has an overall length of 86 ft. and a beam of 23 ft. The transom sterned vessel was designed by the builders and stability calculations were handled by the Napier Company (Arbroath).

Unusual

She is similar in hull form to a number of dual-purpose boats built by Forbes in recent years, but much of her equipment is new or unusual for a vessel built in a British yard.

Her engine is from the Anglo-Belgian Co. of Ghent, Belgium. Skipper Ferguson told *Fishing News* that he chose the engine because it provided the power he needed and that good service facilities are offered by the company's agent in Southern Ireland, Fitco Ltd of Dublin.

It is the model 6MDXC four-stroke, six-cylinder, inline turbocharged and inter-cooled unit which has a continuous rating of 810 hp at 760 rpm.

Air starting is provided and the turbo-charger is by Brown Boveri. Known as ABC, the Anglo-Belgian Co. has been producing medium speed diesel engines for all kinds of marine and industrial applications for more than 80 years.

The 6MDXC unit comes from the DX range of engines which has been developed and improved over 30 years.

Gearbox

Power for a range of auxiliary equipment is provided by the ABC engine. Two Gilbert Gilkes and Gordon 8 in bilge and general service pumps, and an Enviro GO5 air compressor, are driven by pulleys and belts from a power take-off at the forward end.

Four power take-off shafts are arranged at the after end of the engine on the Masson gearbox: two facing forward and two aft.

An Enag 30 kW 110 V d.c.

Continued overleaf

Shenick heads out from Fraserburgh.

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December 9, 1977

Shenick

From page 38

On the forward side of the gearbox a separate hydraulic pump for the power block is belt-driven from the port PTO, while the starboard PTO powers the prop pump. Poole's high-pressure machinery.

DNP5 air and electric starting auxiliary engine of 180 hp. It provides power for a 12.8 kW 110 V Eng generator, a 3.5 kW 24 V alternator, an Enviro air compressor, a GGG 3 in. bilge and general service pump, a standby lube oil pump for the main engine is a Baudouin

mounted on the brake bands of the winch and changes in the tension of each warp are indicated on dials in the wheelhouse.

Bopp winches are also fairly new to the UK, although there are one or two in use in the Isle of Man and others in Ireland.

Crane

A Lossie Hydraulic Co. power block is hung on a particularly strong crane assembly aft of the deckhouse and the unit has local controls. Power is from its own hydraulic pumps on the main and auxiliary engines.

Shenick's deck layout is for two tanks in the engineroom, and another in the stern, hold a total of 5,200 gallons of fuel oil. Lucas main batteries are carried.

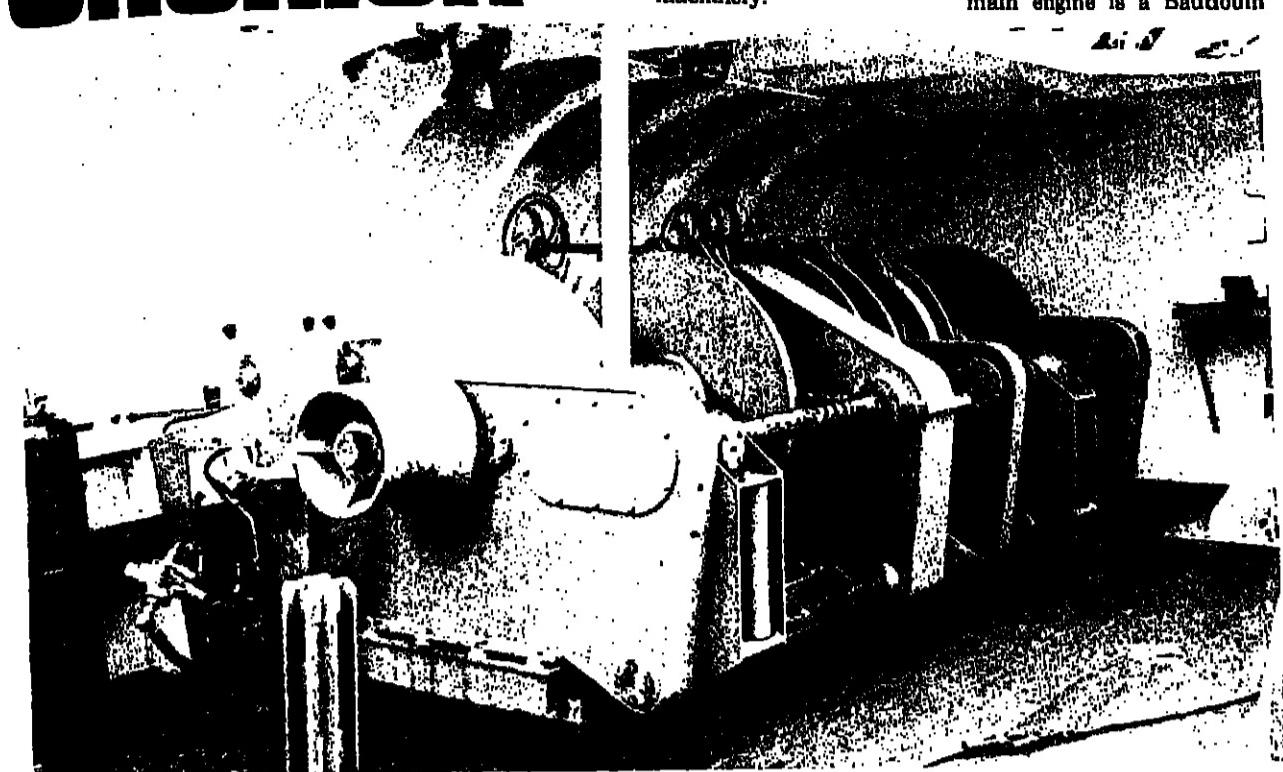
Gear handling machinery includes a Bopp 90 AR 3 B Hydro variable speed trawl winch. The unit is mounted in a fore-aft position on the port side, below an extension of the whaleback. It is driven by a Poole hydraulic motor and has a maximum pull of 16 tons.

A Bopp TC19 Hydro anchor winch and Robert森 topping lift and boom swinger are fitted atop the whaleback, while a Lossie Hydraulic Co. discharge winch is mounted on the landing derrick. These units are driven from the Poole pump on the Mason gearbox and are controlled from a console mounted on deck near the trawl winch.

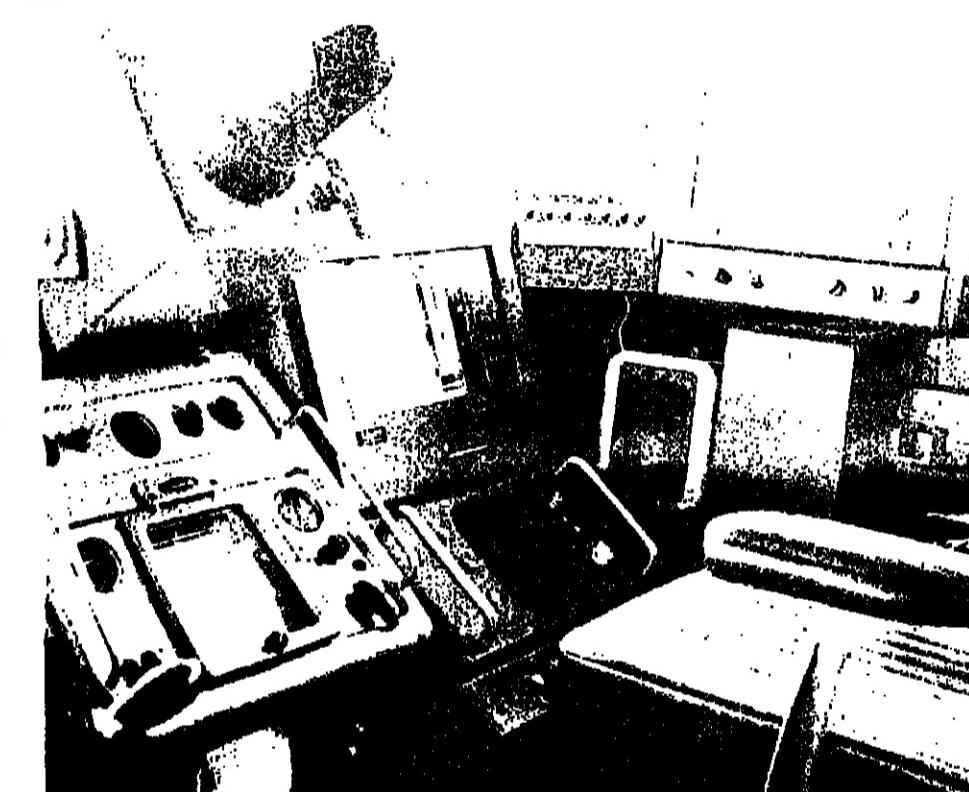
A very interesting feature of the vessel are the Delmasure warp tension meters. They are drawing very favourable comment and could well be incorporated in winches made in the UK soon.

The sensory units are

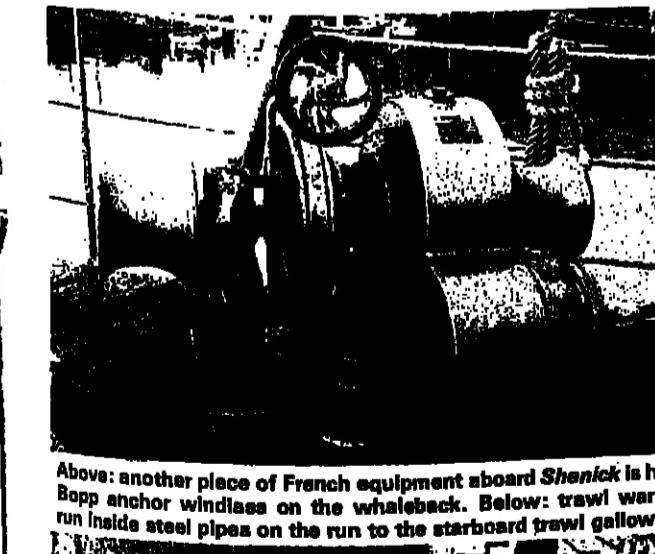
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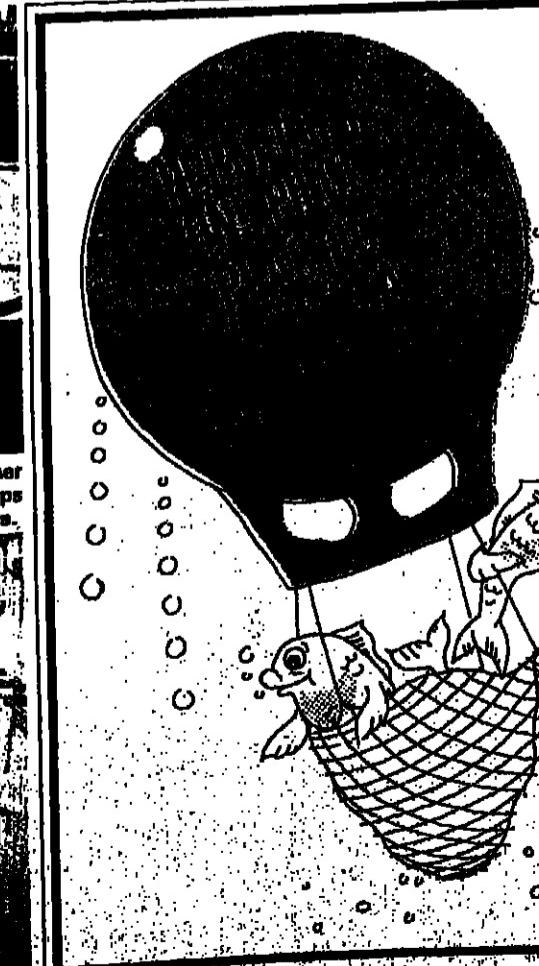
Above: Shenick has her French-made Bopp trawl winch fitted below an extension of the whaleback.



Left: wheelhouse equipment includes Simrad SK3 sonar and sonar scope (left); Atlas 720 Fishfinder (central); and Atlas Echograph 450 (right). Below: Shenick's Lossie power block hangs on a hefty crane assembly aft of the wheelhouse.



Above: another piece of French equipment aboard Shenick is her Bopp anchor winch on the whaleback. Below: trawl warps run inside steel pipes on the run to the starboard trawl gallow.



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Max. working depth:

— 400 fathom (73 Atmospheres)

static buoyancy 6.89 lbs

(3.34 kg)

— 500 fathom (81 Atmospheres)

static buoyancy 6.38 lbs

(3.00 kg)



Diameter 6½ in (14.0 cm)

Max. working depth:

— 100 fathom (18 Atmospheres)

static buoyancy 3.07 lbs

(1.39 kg)

— 300 fathom (52 Atmospheres)

static buoyancy 3.32 lbs

(1.51 kg)

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Shenick

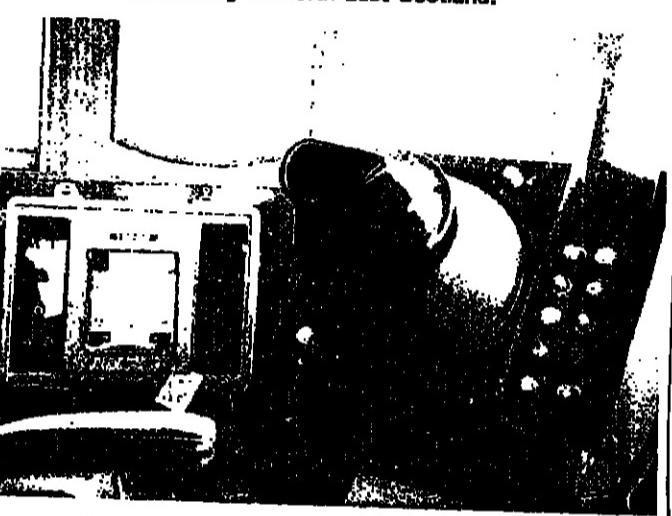


Above: *Shenick* sets out on sea trials from Fraserburgh. She headed for her home port in Ireland last week. Below: Furuno netsounder (left) and Decca Clearscan radar aboard *Shenick*. This is the first fitting in North-East Scotland.

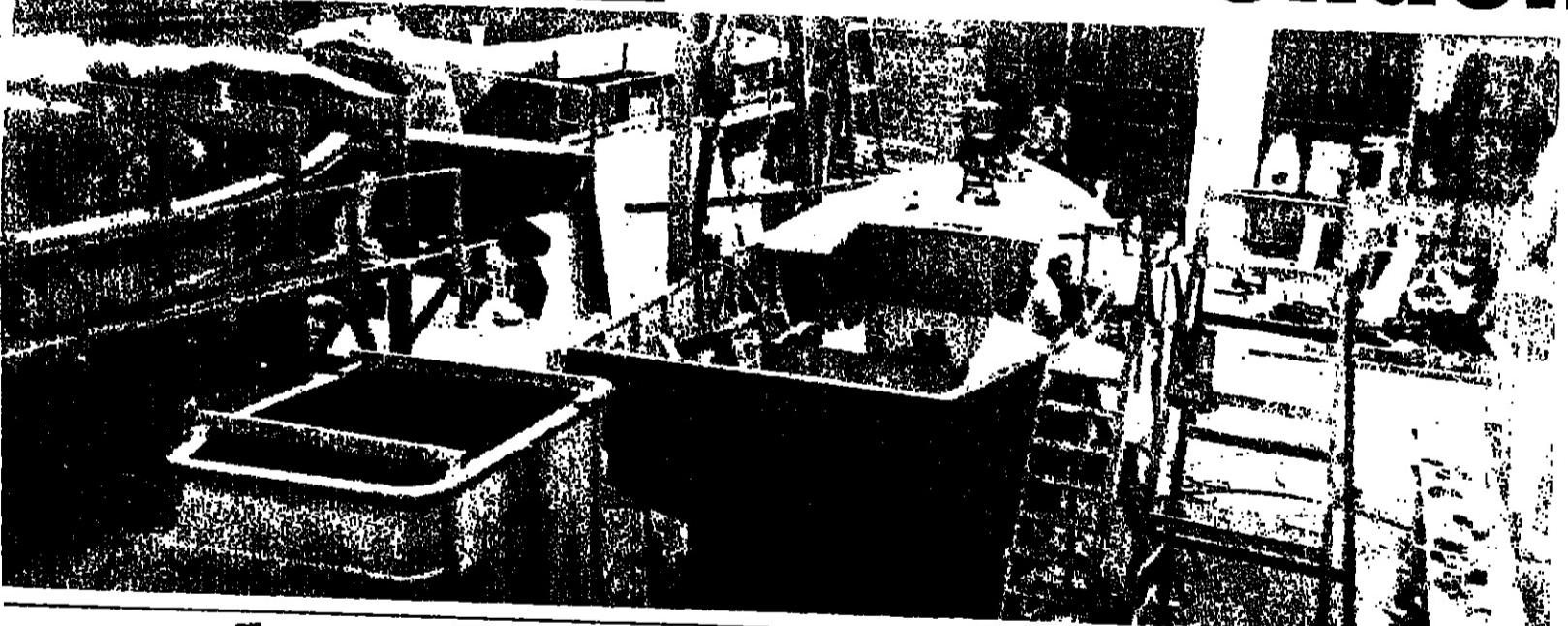
FIRE SYSTEMS

SHENICK'S engineroom fire fighting "Marinex 80" system from Anglesey Fire Protection was supplied and installed by Stevens & McNab of Fraserburgh. The system protects a gross volume of 5,496 cu. ft. and weighs only 110 lb. The two small cylinders are mounted in a cabinet behind the wheelhouse.

Her "Marinex 242" fire alarm system, also from Anglesey Fire Protection, was supplied and installed by Messrs. R. D. Downie. The system combines both heat and smoke detection and will give early warning of over-heating or fire in either the engineroom, cabin or wherever the detectors are fitted.



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From page 41
Engines), installed the equipment.

The 16 cooling evaporators fitted in the deckhouse are arranged in banks of four and are linked together by aluminium plate to increase the cooling area. Fishroom temperature will be maintained at two degrees C. even in the hottest weather.

The compressor for the system is fitted in the engineroom and is driven from the 110 V electrical system.

All the boat's superstructure is of steel and the wheelhouse is lavishly equipped.

Sonar

Aids supplied by Decca include Simrad SK3 sonar with CM sonar scope; 'Sailor' T128/R105 radio telephone; 'Sailor' RT144 vhf radio telephone; Simrad RW Watch Receiver; Speich window wiper; and Decca RM916CA radar with variable range marker; 450 Automatic Pilot with hand held follow-up tiller; Mk. 21 Navigator and 360 T Track Plotter.

The 916CA radar is the new ClearScan model which suppresses rain and sea clutter and other interference. This installation is the first to be installed in the north-east of Scotland, as is also the 'Sailor' T128 radio.

Decca also supplied the Safecom emergency liferaft radio.

Other equipment includes

Furuno secondary radar and Furuno net monitor. Redifon, a Woodsman Take Back system, Tenford Ring ESG steering gear and dual station Morse engine control. Two Francis 15 in. searchlights are carried on the wheelhouse top.

Galley equipment includes a New World gas cooker and a Gondolastic Gas Sentry Mk. 2 gas detection system is fitted. A separate locker is located below the wheelhouse and contains a LEC De Luxe fridge.

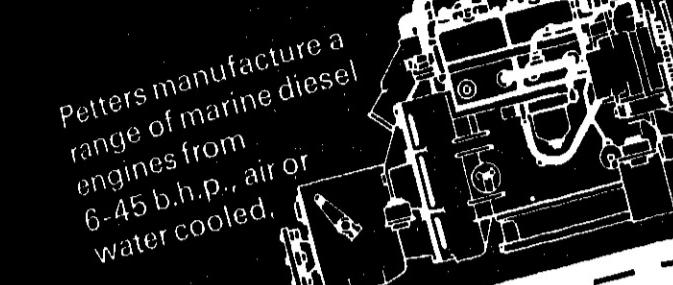
Cabin

Bunks for eight are arranged in the cabin below deck aft, and a cabin for the skipper leads off the after side of the wheelhouse. Electric radiators are fitted in cabin and deckhouse.

Extinguishers are from the L. & G. Fire Appliance Co. and Shenick also carries Dunlop liferafts and Exide emergency batteries.

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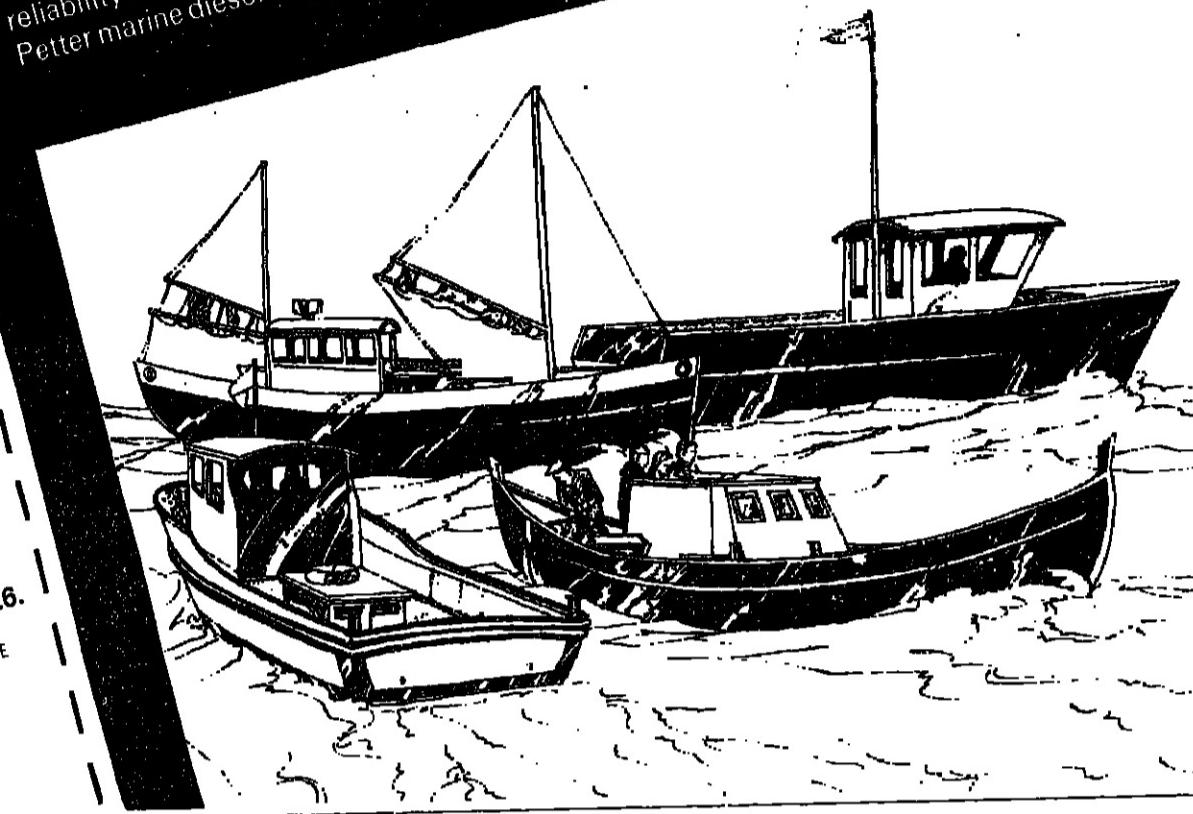
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HALMATIC (Scotland) Ltd. will be showing this 29 ft. GRP fishing vessel (left) at the London Boat Show being held in January.

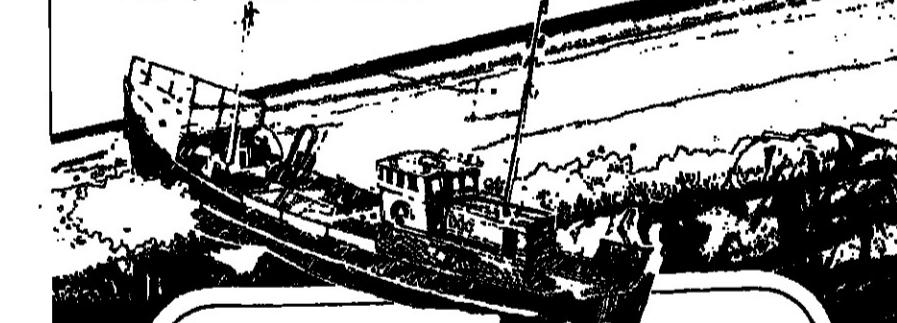
The hull is based on lines designed by Wick boatbuilder, James McCaughey, and the boat will be the first fully fitted out by Halmatic (Scotland) which is now going over to producing standard craft. Almost all of her construction, including wheelhouse, deck and fuel tanks, have been moulded from GRP to keep maintenance to a minimum. Masts will be of steel and the hull is to have wooden fenders.

The vessel will be powered by a 59 hp Lister engine and she will have a Spencer-Carter line hauler. She is being built for Mr. Ridgeway, from the west coast of Scotland.

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FINA

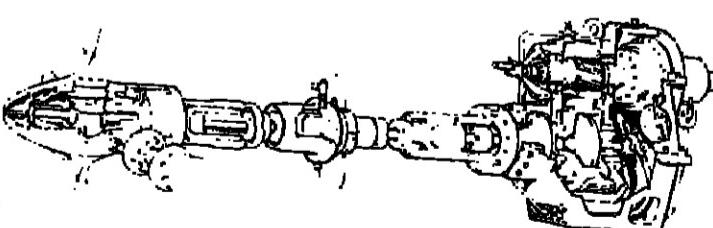
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PETERHEAD a monthly report

PETERHEAD is well on the way to becoming the leading UK fishing port as plans are in hand to extend the fish market and to attract even more vessels to land catches there.

During the first ten months of this year British vessels put ashore 1,107,826 cwt. of white fish which earned £22,513,684 compared with £32,442 cwt. valued at £12,889,511 during the same period in 1976.

By far the biggest amount of fish has been brought in by a vast fleet of near on 300 seiners. Their landings up until October 30 this year amounted to 907,628 cwt. worth £18,806,880. These vessels have fished exceptionally well throughout the year and, with prices keeping consistently high, several vessels have grossed for the year in excess of £300,000.

The performance of the seine net fleet is the main talking point at Peterhead, but it is easy to overlook the good landings being made by other white fish boats.

The value of landings from light trawlers has gone up almost four times compared with last year. By the end of October they had put ashore 116,192 cwt. worth £2,173,895, as against the 43,346 cwt. valued at £693,789 in the first ten months of 1976.

About 35 light trawlers have been based at the port this year, half belonging to Peterhead and the rest to Moray Firth ports.

Generally they have fished between three to 30 miles from port on one and two-day trips. One or two have gone further afield and stayed at sea for about four days, their top quality fresh fish fetching high prices.

In former years quite a number of these boats would have spent much of the time fishing for pout or shrimps, while others would trawl off the Scottish west coast.

Landings from white fish pair trawlers have also increased. By the end of October they had put ashore 54,862 cwt. valued at £1,214,842, as against 24,388 cwt. worth £399,635 for the same period a year ago.

Six pairs of Peterhead vessels were working this method during the summer and one or two stronger partnerships made a good contribution.

By early September most had gone elsewhere to fish for herring or mackerel but two pairs, *Starlight Constant Friend* and *Morning Dawn Unity*, kept going well into November.

Things have been so disastrous that four of the most experienced herring skippers gave up and came home as early as the middle of November.

One skipper said: "There is just no herring."

These skippers then had a choice of sprats, Cornish mackerel, or white fish operations from Peterhead.

Several Peterhead boats normally go to the winter sprat fishing off the north-east coast of England and one or two had set off in November.

One of the first to go was the 86 ft. *Summer Dawn* (Skipper Stanley Morgan) which has a single-hoist trawl. With her sister-ship, *Brighter Dawn*, she had been working

Continued overleaf

Above: boats six abreast in Peterhead harbour. Nearly 300 seiners are now based at the port. Below: 86 ft. Peterhead trawler *Summer Dawn* (Skipper Stanley Morgan) taking aboard a mid-water trawl ready for the North Shields sprat season. Early fishing has been rather spotty.

Above: boats six abreast in Peterhead harbour. Nearly 300 seiners are now based at the port. Below: 86 ft. Peterhead trawler *Summer Dawn* (Skipper Stanley Morgan) taking aboard a mid-water trawl ready for the North Shields sprat season. Early fishing has been rather spotty.

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Heading for £25m year

From page 44
mackerel in the Minches
after leaving the Isle of Man
herring fishing.

A few Peterhead boats are down at the Cornish mackerel fishing, including the 86 ft. purse seiner and pair trawler *Morning Star*, and the pair trawlers *Norona*, *Atlantic Star* and *Amethyst*.

The 74 ft. 6 in. *Dayspring*, which has been bought from Dublin by Skipper Adam Stewart, has joined the Peterhead fleet. He was formerly in command of the Peterhead-based vessel *Castle Hill*. Built by Sigbjorn Iversen in Norway in 1970 for the Casamara Fishing Co., the wooden-hulled *Dayspring* has a beam of 20 ft. 4 in. and a cruiser stern.

Engine

A new Grena 500 hp engine and a Jensen winch were fitted before the vessel changed hands.

Her new owner is equipping her for seine netting and she is being fitted with rope reels from the Lossie Hydraulic Co. and an aluminium deck shelter fabricated by the Northern Engineering Works. Equipment already on board the vessel includes Rapp power block and Simrad echo sounders.

Rope reels now appear to be almost standard equipment on Scottish seiners. A steady stream of Peterhead-based vessels are having them fitted and it is a regular sight on the quayside to see sets of reels waiting to be installed.

Three or four years ago it seemed that storage bins were

taking precedence over reels, but experience began to show that the bins were not as efficient as originally anticipated.

Danger

They caused terrific wear and tear on the ropes and, as the bins when the gear was being set, there was the danger of him being dragged into the sea by fouled rope.

Today the bulk of the Scottish market for reels is shared between two firms: Fishing Hydraulics (Scotland) Ltd. and the Lossie Hydraulic Co.

Each firm had supplied about 30 sets by the end of summer, with more being ordered all the time.

The 80 ft. Portsoy seiner *Lorella*, based at Peterhead, is one of the more recent vessels to be fitted with reels from the Lossie Hydraulic Co. They were specially designed for the boat which has a beam of only 18 ft. 6 in.; each reel holds about 14 coils of 24 in. rope.

Fitted in 1975, her original set had flanges of solid steel plate. The new ones are of the more popular type with flanges fabricated from steel tube.

Skipper Andrew Buchan says that, in addition to mak-

ing the reels lighter, the open flanges make it easier when working the gear as the amount of rope on the reels can be easily seen.

The new set has hydraulic brakes and can be engaged by a lever in the wheelhouse instead of foot pedal. They also have a larger rope capacity than the old set, each holding up to 22 coils of 3 in. rope.

Splice

This facilitates rope repair if one fleet of ropes breaks when the gear is being hauled. The undamaged fleet of rope is hauled on to one reel and then the net is lifted aboard.

After this, any rope from the damaged fleet still attached to the net is hauled on to the same reel.

It can then be spliced on to the rope already on the opposite reel and wound on to it ready for shooting again.

Skipper Buchan also said that the new reels have been set at an angle to reduce wear on the rope when the gear is being shot, and that the stop/start and reverse controls are fitted in the wheelhouse.

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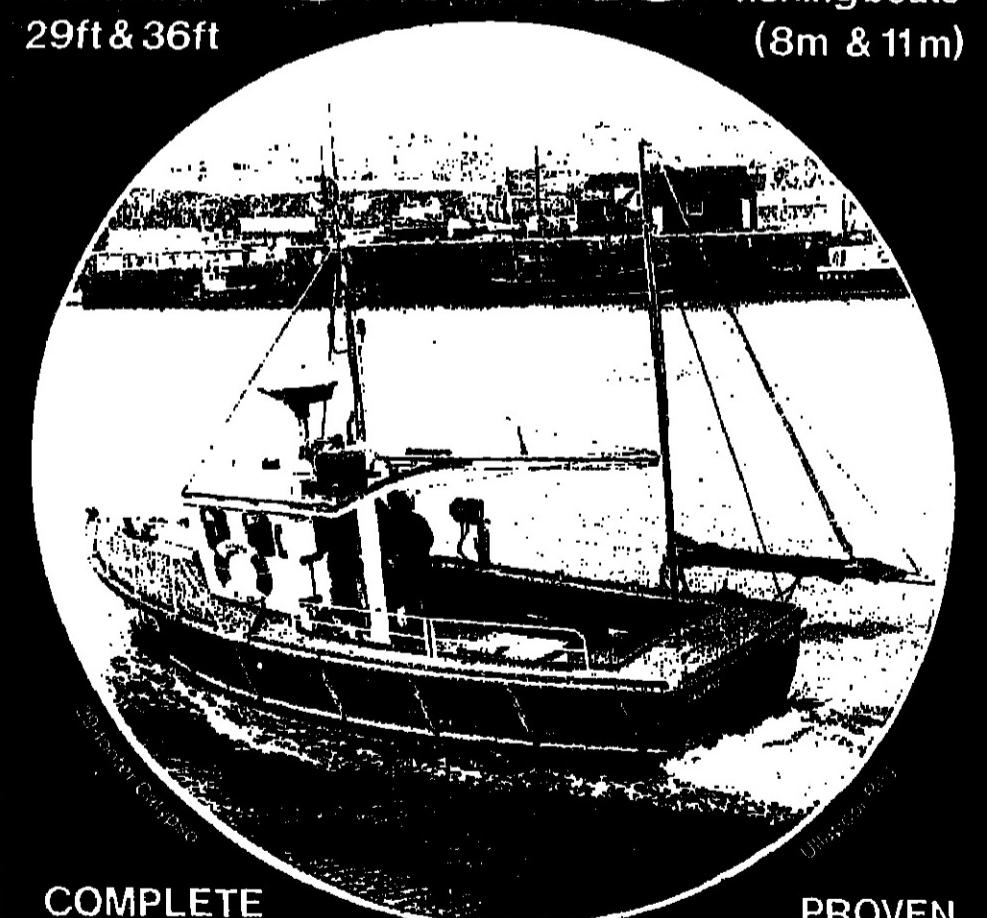
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Above: Skipper Adam Stewart
Right: the 80 ft. Peterhead-based
vessel *Lorella*, fishing under
Skipper Edward Smith of Portsoy,
has been fitted with Lossie
Hydraulic rope reels. She has
a beam of only 18 ft. 6 in. and
the reels had to be specially
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Superstition

Continued from page 14

far north, not to help anyone who was drowning.

In their 18th century ignorance they believed they, too, would fall a victim of the sea. For generations the fishermen at Buckie and Peterhead believed a storm which had claimed a colleague would not abate until the body was found.

Yet another prophet of the utmost doom was the phenomenon of St. Elmo's light in the masts of boats. If the phosphorescence was seen on the sea, it was regarded as a sign of good weather and greeted with cries of 'sooch o tha sea', or 'the seas a firin'.

Any man who counted the numbers of boats on the sea could expect short shrift from his colleagues and, in some parts of Scotland, even pointing to the fleet, mostly when ashore, was invoking a disaster.

On the latter point this could be averted if the entire hand was used as opposed to a solitary finger.

Capsizing was feared on boats where someone accidentally left a creel upright, or placed a hatch cover or pound board upside down. In those far off days before IMCO and DDT standards brought reassurance to many, common with most fishermen the Scot seldom

tioned by name. With so much of the stuff necessary for the 'herrin flabin' this must have been an enormous headache.

Inevitably scores of superstitions circulated about witches, fairies (good and bad) and the 'sea-beasties' which haunted the seas. There were tales of ghost scabbies and zuilie which dithered in and out of a fog, or a blizzard, without a mortal aboard.

Such sights were a sure sign that death was on hand and would turn a survivor's hair snow-white with fright.

As circumstances have changed, so has the implicit faith in many of these beliefs. Today the logic of superstition has largely been swept away by education and technical development. But tradition dies hard and fishermen will still argue, just as many landlubbers will, about the virtue of observing superstitions.

Was it a pure coincidence that the ill-fated Peterhead vessel *Tradition*, lost without trace in 1974, carried the fishing number PD 111?

The answer is probably yes although, of course, we shall never know. It is this element of uncertainty which ensures the survival of some superstitions.

We need look no further than the solitary gold ear-rings still worn by fishermen of all nationalities to ward off evil and improve the night as evidence of that.

Official and Classified ADVERTISEMENTS

Continued from Page 51

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BEAMER/side trawler, oak, built 1980, 52.8ft. x 17ft. x 6.3ft., alloy wheelhouse new 1971, new winch 1977, radar, VHF, radio, E/S., auto pilot, refrigerated hold, Hanschel 178hp, Reintjes 3:1.....£28,750

TRAWLER, oak, built 1971, 81.8ft. x 21.1ft. x 11.4ft., radar, E/S., MF radio, VHF., hydraulic net drum and winch, Deutz 420hp.....£21,250

TRAWLER, oak, built 1970, 78.8ft. x 23ft. x 11ft., radar, E/S., VHF., MF radio, fishpope, hydraulic winch, auto pilot, Caterpillar D3B3TA 420hp with C-P propeller both new December 1977.....£27,600

TRAWLER, oak, built 1953, extensively re-building 1978, wheelhouse of alloy new 1971, 62.3ft. x 20.3ft. x 10ft., radar, E/S., MF radio, VHF., fishpope, autopilot, new hydraulics 1978, Buckau-Wolf 240hp/600 rpm, rebuilt 1978, Reintjes 2:1.....£42,000

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22ft. x 8ft. x 3ft., draught registered fishing boat "Hope", 11ft. 8in. x 3ft. 6in., built Greenlades, Poole 1977, fitted on oak, forward wheelhouse, sealed deck, Davit, anchor, searchlights, wooden flounder, Surfer echo sounder, 70 gall. fuel, 30 gall. water, Capstan, sink, cooker, collet, fully equipped, 100t, 14 man fibregal, 180 hours since all new, licensed 12, £12,750. Telephone: Broadstone 694664 evenings.

22ft. x 8ft. x 3ft., draught registered fishing boat "Hope", 11ft. 8in. x 3ft. 6in., built Greenlades, Poole 1977, fitted on oak, forward wheelhouse, sealed deck, Davit, anchor, searchlights, wooden flounder, Surfer echo sounder, 70 gall. fuel, 30 gall. water, Capstan, sink, cooker, collet, fully equipped, 100t, 14 man fibregal, 180 hours since all new, licensed 12, £12,750. Telephone: Broadstone 694664 evenings.

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**FOR SALE BY PRIVATE BARGAIN M.F.V.
"SAPPHIRE STONE" PD 186**

A steel trawler built of wood by Forbes, Arbroath in 1968. O.L. 68 ft. B. 21 ft. D. 10.8 ft. Gross Tonnage 46.

240 H.P. Kelvin engine, 21ft. 6in. diameter, 24 volt.

Equipment: Kelvin 885 R.T. Watchkeeping Receiver, Echometer and Fishpope.

Equipment: Kelvin 202 Radar, Mark 21 Navigator and Plotter.

Equipment: Kelvin 202 Radar, Mark 21 Navigator and Plotter.

The vessel is fully equipped for trawling and has a fair load of general gear.

20ft. x 10ft. 8in. x 3ft. 6in. open harbour launch, copper sheathed hull, very suitable angling, passenger, D.T.Y. potential approx. 60 people, any trial or survey, living north Wales, 22,000 gall. fuel and stern gear. Price £12,000. Batches 2 & Black 25. Telephone: 0492 76311 evenings.

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20ft. x 10ft. 8in. x 3ft. 6in. open harbour launch, copper sheathed hull, very suitable angling, passenger, D.T.Y. potential approx. 60 people, any trial or survey, living north Wales, 22,000 gall. fuel and stern gear. Price £12,000. Batches 2 & Black 25. Telephone: 0492 76311 evenings.

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Official and Classified ADVERTISEMENTS

Continued from Page 53

FOR SALE

MID WATER trawl, single boat, 150hp minimum, in new condition, mackerel bunt, complete with bridles and checkers. £1,500. Telephone: Truro 4897.

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TWO propellers for Kelvin LRO-KR 13hp outboard propeller shaft with coupling. 30 ft long. Also stern tube with stuffing box and outboard bearings, one 200MMI 3Cs pump. Telephone: Scarborough 35199.

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IN A CLASS OF THEIR OWN
SUPERB TWINES, LONG LASTING,
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3 Mesh x 50nd x 100yds. 47m Nylon	£16.80 Del.
4 Mesh x 50nd x 100yds. 47m Nylon	£16.00 Del.
0 Mesh x 50nd x 100yds. 56mm Nylon	£17.00 Del.
Depth: 12 ft. Salmon Nets	
5 Mesh x 30nd x 100yds. 210d/12 Twine. Trace Green	£13.50 Del.
5 Mesh x 30nd x 100yds. 210d/12 Twine. Trace Blue	£13.50 Del.
5 Mesh x 60nd x 100yds. 210d/12 Twine. Blu-an	£13.80 Del.
5 Mesh x 30nd x 100yds. 210d/12 Twine. Atlantic Green	£26.00 Del.
6 Mesh x 30nd x 100yds. 210d/12 Twine. Seaweed Green	£13.75 Del.
Twisted Es Japanese Twine Immaculate Twine	
2 Mesh x 50nd x 100yds. 210d/9 Twine. Brown	£14.00 Del.
2 Mesh x 50nd x 100yds. 210d/9 Twine. Blue	£14.00 Del.
3 Mesh x 50nd x 100yds. 210d/9 Twine. D/Green	£9.00 Del.
3 Mesh x 50nd x 100yds. 210d/9 Twine. Aqua	£14.00 Del.
3 Mesh x 60nd x 100yds. 210d/9 Twine. Trace Blue	£14.50 Del.
3 Mesh x 60nd x 100yds. 210d/9 Twine. Trace Blue	£14.50 Del.
4 Mesh x 50nd x 100yds. 210d/12 Twine. Blue	£14.50 Del.
5 Mesh x 30nd x 250yds. 210d/12 Twine. D/Green	£38.00 Del.
Introducing a new very successful Crayfish Net	
8 Mesh x 10nd x 100yds. 210d/30 Twine. Seabed Green	£6.50 Del.
12 S. S. 8nd x 110yds. 210d/30 Twine. Stated Green	£6.50 Del.
STRONG HEAVY BRAIDED GREEN LEADLINE. Delivered Prices.	£8.00 Del.
No. 14 (Mall) 110yds. for £10.25. No. 27 (Heavy) 55yds. for £8.50.	
Scotscraig Boat Co.	
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CORNISH fisherman note that Cornish bibs and braces, smocks and frocks available now from C.H. Marine Ltd. (Boutique), Market Place, Falmouth. Falmouth Fishing Tackle Supplies (Sports, Leisure, St. Ives). Very competitive prices. Enquiries to C.P.T.S. St. Ives 5424.

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AUTUMN OFFER OF SHEET NETTING — WHILE STOCKS LAST

Due to bulk purchases we have pleasure in offering the following excellent quality Nylon and Monofilament nets at reduced prices. Sheet Gill Netting and Trammel Inners. All knots high pressure vacuum heat sealed. "Any length sheet available up to 500 yards". Double salvage top and bottom on all sizes.

Full Mesh	Meshes	Twine	Per	100 yds	Colour
Ref No	size	Deep No.			
2	Inch	210/8 or 22		£28.00	Snow
2	Inch	180		£27.50	White
4	Inch	210/8 or 22		£6.50	
8	Inch	210/8 or 22		£8.00	
5	Inch	30		£2.00	
7	Inch	60		£2.00	
9	Inch	30		£2.00	
10	Inch	30		£2.00	
8	Inch	30		£2.00	
12	Inch	30		£2.00	
14	Inch	30		£2.00	
4	Inch	80		£15.00	
16	Inch	30		£10.00	
17	Inch	30		£10.00	
		MONOFILAMENT			
23	4½ Inch	60	0.40	£18.00	Transparent

* SPECIAL OFFER *
Salmon, Orlies, & Game Trout nets — Limited quantity.
£23.00 Blue

NEW!! SHRIMP & PRAWN MONOFILAMENT NETTING — Heavy Duty 210/18 Nylon £23 per meter. All sizes available. Includes 100% monofilament twine & mesh. 60 FATHOM COD TRAMMELS — Ready to use. £100.00 each.
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MONOFILAMENT SHEET NETTING

(All nets 100 yards stretched)

0.40 twine x 80 cut meshes x 3½" mesh	£21.00
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0.45 twine x 25 cut meshes x 4½" mesh	£17.85
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0.50 twine x 80 cut meshes x 4½" mesh	£41.00
0.75 twine x 80 cut meshes x 5½" mesh	£63.15
0.75 twine x 80 cut meshes x 6" mesh	£66.65

TOP QUALITY BRITISH MADE NYLON SHEET

GILL/TRAMMEL NETS

22 nylon 60 cut meshes x 3" mesh 100 yds stretched £24.90

22 nylon 60 cut meshes x 4" mesh 100 yds stretched £28.45

32 nylon 60 cut meshes x 3" mesh 100 yds stretched £14.40

42 nylon 30 cut meshes x 18" mesh 100 yds stretched £19.00

42 nylon 28 cut meshes x 6" mesh 100 yds stretched £17.70

42 nylon 30 cut meshes x 6" mesh 200 yds stretched £26.70

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